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REMOTE STORAGE

THE BOILERMAKERS' AND IRON SHIP BUILDERS' JOURNAL

OFFICIAL ORGAN OF THE

INTERNATIONAL BROTHERHOOD OF BOILER MAKERS IRON SHIP BUILDERS AND HELPERS OF AMERICA

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CAPITALIST STRIKE DEFINITION—ORDERLY MARKETING.

By Samuel Gompers in the "Federationist."

A Government-financed beet sugar manufacturers' strike against low-priced sugar for the sugar consumers is one of the recent important and significant developments of this era. A recently-announced working agreement to boost sugar prices between the War Finance Corporation, a government owned and operated institution, and the Utah-Idaho-Colorado beet sugar manufacturers indicates to what extent the "people" receive the big end of the big stick when the agencies of the government are administered in the interests of business.

Beet sugar manufacturing is profitable. The beet sugar companies have paid large dividends, and at present they are not on the highway to bankruptcy. But there is a fairly large supply of sugar available, with the beet sugar factories turning out the 1921 crop. Under the free operations of the "immutable" law of supply and demand the result would be lower prices for the sugar consumers if the 1921 crop continues to come forward. The crop can be prevented from continuing to come forward if the beet sugar manufacturers withhold their sugar from the market. This of course is a strike of the sugar manufacturers against low prices for sugar, just the same as it is a strike against low wages when the workers refuse to give their services at the prices arbitrarily fixed by the employers.

The beet sugar manufacturers logically reason that if they withhold the beet sugar from the market, and withhold it long enough, the hunger of the people for sugar will mobilize the demand end of the law of supply and demand and boost sugar prices.

But the beet sugar manufacturers have their bills to meet, some of which they are unable to postpone. Among these bills is the money they have contracted to pay the farmers for the sugar beets from which beet sugar is manufactured. Ordinarily the beet sugar barons would pay the farmers out of the sale of the sugar. But sugar prices at present are too low to suit the profiteering

instincts of the beet sugar barons. So they conceive the beet sugar manufacturers' strike as the most effective method to drive sugar prices over the top. By warehousing their sugar and keeping it warehoused long enough, the demands of the sugar consumers will whip up the price.

However, if they withhold their sugar from the market, they must borrow the money to pay the sugar beet farmers—in other words, they must borrow the money to finance their strike against low-priced sugar for the consumers.

Congress recently authorized the War Finance Corporation to make loans not in excess of \$2,000,000,000 for "agricultural purposes." Some fiscal genius among the beet sugar barons got the idea that their beet sugar manufacturers' strike could be brought under a liberal interpretation of the expression "agricultural purposes." So they put their strike proposal up to Mr. Eugene Meyer, Managing Director of the War Finance Corporation. Mr. Meyer made a personal investigation of the proposed strike, and reached the conclusion that it would be in the public interest and properly within the purview of "agricultural purposes." He recommended the strike financing proposition to the Board of Directors of the War Finance Corporation. The board in turn invited the Utah-Idaho-Colorado beet sugar manufacturers to meet with the board for the purpose of "evolving a plan under which the War Finance Corporation might be of the utmost assistance in the orderly marketing of sugar."

The "orderly marketing" plan evolved by the conference decided that the best way for the government financing of the strike would be to authorize a financial institution (organized presumably by the beet sugar manufacturers themselves) to make loans to the beet sugar companies. The War Finance Corporation, in turn, will loan \$10,000,000 of the people's money, of which it is the trustee, to the financial institution. The finan-

cial institution will then loan the \$10,000,000 to the beet sugar companies. The beet sugar companies will pay the farmers for the sugar beets—and warehouse the sugar for higher prices.

For the purposes of the record we give the following excerpt from the War Finance Corporation's official statement explaining the corporation's machinery for financing the beet sugar manufacturers' strike:

During his recent trip to the far west, Managing Director Meyer was apprised of the necessities of the sugar beet situation, particularly with respect to the need of assistance in the orderly marketing of the current crop.

After presenting the problem, upon his return to Washington, to the Board of Directors, it was decided to invite the Agricultural Loan Committees in the sugar beet growing districts to come to Washington for a conference for the purpose of evolving a plan under which the War Finance Corporation might be of the utmost assistance in the orderly marketing of sugar.

As a result of today's meeting the representatives of the sugar beet industry decided to apply to the War Finance Corporation through a financial institution in Utah which will make loans to sugar companies to the extent of the advances of such companies to sugar beet growers.

The financial company will secure its advances by its own obligation secured by the obligation of the sugar beet companies and refined sugar in warehouses.

This will enable the sugar companies promptly to pay the growers and to hold the sugar in warehouses until it can be marketed in an orderly manner.

It is expected that under this plan advances will be made by the War Finance Corporation up to a total of ten million dollars.

Of course this sugar barons' strike against the sugar consuming public, largely made up of wage-earners afflicted with low wages, will be a success. The financial support supplied by the government is strong enough and flexible enough to create the sugar scarcity necessary to boost sugar prices to the point where "orderly marketing," as interpreted by the sugar barons and the War Finance Corporation will be an easy task. The insistent demands of hunger will drive up prices of any kind of food products.

Inasmuch as the War Finance Corporation has embarked on a strike-assisting policy, we have a suggestion to make.

The Colorado Fuel and Iron Company, determined to increase its profits, has informed the 3,500 employees of the company in southern Colorado that it will refuse to continue to pay the present wage scale. The company does not refuse to continue to employ the 3,500 miners, but it will only employ them on the basis of a 30 per cent reduction in the wage scale. The miners declare that

the standard of living entailed by this wage cut will be unthinkable. They therefore decide to withhold their services from the Colorado Fuel and Iron Company until such time as the company gets hungry enough for mining labor to pay a price upon which the miners can work and live. In short, the miners strike.

During this period of withholding their services from the Colorado Fuel and Iron Company, during this period when the miners are struggling to bring about an agreement for the "orderly" giving of their services, the men and their families must live.

It is suggested that the War Finance Corporation advance a few thousand dollars of the people's money, of which it is the trustee, to the striking miners in Colorado to help them win their strike for the retention of a decent standard of living.

The corporation proposes to finance the striking sugar barons to the extent of \$10,000,000 to enable them to "hold their sugar in warehouses" until it can be disposed of at a profitable figure. Why not finance the striking Colorado miners so that they may warehouse their labor power until it can be disposed of at a figure which will at least insure the continuance of the present none-too-high living standards?

VALUE OF PRODUCTS 100 PER CENT ABOVE WAGES.

Washington—Bulletin from the bureau of the census, showing salaries, wages and value of products (less cost of raw materials) in the states and cities named for 1919:

	Salaries	Wages	Value of Products
	Millions	Millions	Millions
Arkansas	\$ 9,329	\$47,186	\$97,500
Michigan	148,961	635,676	1,546,895
Oregon	13,999	80,987	160,577
Texas	31,565	116,343	289,825
Virginia	25,925	120,105	269,769
Cambridge, Mass. . .	8,144	22,843	58,738
Manchester, N. H. . .	3,051	22,584	45,705
Kansas City, Kan. . .	8,804	27,131	51,168
New Orleans, La. . .	9,979	24,614	69,491

The value of products represents their selling value of price at the plants as actually turned out by the factories during the census year, whether sold or on hand. It will be observed by people who can "figger" that the salaries and wages items are about 100 per cent less than the value of the products.

Don't leave it to the "clique" to do all the work of the local union including agitation for the label, card and button, as many minds and hands make the job easier.

The prudent house-wife will safeguard the health of her household by always patronizing the union label, card and button.

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Official Organ of the International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America.

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JAMES B. CASEY, Editor and Manager.


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NEW YEAR'S GREETINGS.

As this issue goes forward to our members with the closing of the old and the commencement of a new year, we take advantage of this means to wish all of our members and their families a very happy and prosperous new year, and to express the hope that it will be in every way a successful one to them. The one just closed has been more or less a stormy one, with sunshine and shadows intermixed.

To a great many of our members it brought trials and tribulations, a number of strikes have taken place involving quite a number of men; in addition to this a large number of men have been forced into idleness through inability to secure work; this condition has been, in a large measure brought about by the widespread conspiracy of the open shoppers to bring about industrial stagnation so they might not only reduce wages but also destroy organized labor. However, we can all rejoice in the fact that their efforts to destroy organized labor was a failure and labor today is just as united and determined to obtain industrial justice as ever before.

It is customary at this time of the year to make new resolutions, and in following this custom, we should resolve to be more active and zealous in promoting the welfare of our organization, attending meetings, serving on committees and helping to carry on the business of our lodge, resolve to be a real force for good, in promoting the general welfare.

Let us hope the year just commencing will bring a large share of prosperity, health and happiness to all of our members.

APPARENTLY THERE IS NO IMPROVEMENT IN THE RAILROAD SITUATION.

We were in hopes of being able, with the opening of the New Year to chronicle an improvement in the railroad situation, but in this we are disappointed, many things in connection with this subject have occurred since our last report, but none of them of a very encouraging nature, and the near future is not very roseate with promise.

The Labor Board has promulgated a long set of rules in lieu of those of the National Agreement, and while we propose, as far as we are con-

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cerned, to let the shopmen themselves pass judgment upon these in general without comment from us, still we cannot refrain from expressing our disappointment in the evident attempt of the Board to eliminate the eight-hour law, by its action in eliminating the penalty on overtime for the first ten hours worked. While they have so far, we believe, undertaken to fasten this on the maintenance of waymen, who are in competition with all others of the lesser and unskilled men of the country, still if they make this effort stick it is opening up a precedent for other trades. To eliminate the penalty for overtime is tantamount to establishing a ten-hour day, for the officials will find all kinds of excuses for working the ten-hour day. A general conference of committees and general chairman of the shopmen will be held in Chicago commencing January 9th and will no doubt decide on the action they will take on the whole matter.

Members of the Labor Board have entered a public denial lately that they had made any promises or entered into any understanding with reference to the calling off of the strike by the transportation organizations, and stated their readiness to hear testimony in connection with the proposition to make another general cut in wages, and as this is being written, hearing on this matter is taking place.

While the roads have asked for another large cut, the men on the other hand have, we believe, presented requests for an increase over the present rates. What the outcome will be is problematical at this time, but certainly the cost of living does not warrant a cut at this time.

The officials of the Pennsylvania Railroad recently secured from U. S. District Judge Landis of Chicago, a temporary injunction against the Labor Board, restraining it from putting into effect, its order, made some time ago, requiring his road to recognize the bonafide trades unions and to treat with them; this company tried to organize company unions and make agreements with them but could only control a handful of its employees and the Board entered their order as above stated. Final action on this injunction has not yet been had, but if the company can flout the authority of the Board in this manner and only accept such orders as favor the wishes of the company, then they cannot hope in all justice to have the employees do otherwise themselves, and the Board would be a mere figure head.

The efforts of the roads to evade the transportation act, by leasing out their repair shops to protect companies, is being strongly challenged before the Board at the present time, and this transparent fraud will no doubt be consigned to the scrap heap.

THE UNITED STATES CIRCUIT COURT REVERSES JUDGE ANDERSON'S INJUNCTION.

The United States Circuit Court for Illinois sitting as a court of appeals recently reversed the action of Judge Anderson in issuing an injunction against the check-off system in force by virtue of an agreement between the Coal Operators and United Mine Workers, and also in reference to the restraining order issued to prevent the United Workers from organizing the miners in certain parts of West Virginia.

The Court, consisting of Judges Paige, Alschuler and Baker, upheld the validity of the check-off system of collecting dues. The Court also upheld the right of the Mine Workers to organize the miners of West Virginia, and in the case of the Borderland Coal Co., which applied to Judge Anderson for the injunction, that the United Mine Workers should only

be restrained from organizing the employees, "in so far as their acts immediately and directly interfered with the operation of the mines."

The appellate court, the press report states, ordered Judge Anderson "to draft a new injunction giving the miners the right to fulfillment of existing contracts with the mine operators in the Central competitive field calling for the collection of Union dues by the check-off method." Why the court should issue such an order we are unable to determine, for if the check-off system is in itself lawful, as the court so held, then there is no need of any court order to permit its enforcement so long as both parties to the agreement are willing to carry it out.

It seems to us the court in reversing the action of Judge Anderson and upholding the validity of the system, the injunction becomes null and void and the contract of the operators and miners restored to its position prior to the issuance of the injunction. At any rate we are glad the court overruled these injunctions, for if they had been upheld and put into force, they would have done far more harm in our troubled sea of industry than they could possibly have done good.

PRESIDENT HARDING WOULD CREATE AN INDUSTRIAL COURT.

In his message to congress recently, President Harding recommended the creation of a court to settle industrial disputes; he did not go into the details of how his proposed court would settle these disputes, but prefaced his remarks by the reiteration of a trueism "that labor has a right to organize and bargain collectively." This is conceded by all fair-minded men.

What we apparently need most is a court to compel the corporations, trusts and big business generally to recognize and respect these rights, for their ruthless and unfair treatment of their employees is the cause of most industrial disputes. This phase of the situation is ignored generally by those in authority, and President Harding is seemingly no exception to the rule. Labor's experiences with "industrial courts" are not of such a pleasing nature to warrant them in wanting any more such tribunals created.

In Colorado a Judge ordered packinghouse workers on strike against a reduction in wages to return to work, and because they did not obey this unfair order threatened to punish them for contempt of court, but at last accounts had not carried out his threat. In the same state, metal miners are resisting a 30 per cent reduction in wages but instead of the industrial court helping them to securing justice martial law was declared on the first pretext.

In Kansas we see the working of such a court, which its author, Governor Allen, has traveled all over the country praising, but those having a close up view can see nothing of merit or usefulness that it has accomplished. About all of its activities have been to try to overawe men on strike and prevent them from being successful in their efforts for justice. The employers refuse to recognize its authority, and ignore the court, and there you are, those responsible for strikes refuse to recognize their authority and all that is left for the court to do is to try to rub it in on the men on strike.

If President Harding sincerely desires to see industrial peace prevail, then he should go deeper into the subject and hunt for a more effective remedy. Before we can have industrial peace we must have industrial justice. The men and women who man our industries and manufacturies want a fair share of the wealth they help to produce and with the widespread effort to cut wages to a bare, meager existence they feel they are

not getting it. Force, intimidation, or chaining them to their jobs through judicial decrees of so-called industrial courts will not solve the problem, or bring industrial peace, on the contrary they will only result in more turmoil and strife. The skill and productive capacity of the American working people is the equal of any nation of the world, in order to keep it at this high standard they must have more than a mere existence.

A very large part, if not most of our present industrial strife is due to the deliberate and organized fight of the employers for their so-called open shop, but which is in reality a campaign to destroy organized labor, so they may have docile and subservient employees willing to work long hours for low wages. The road to industrial peace is through industrial justice, and to reach this the employers have only to revert back to and again inaugurate the spirit of the golden rule.

SOME OF THE KNOWING ONES SAY OUR CIVILIZATION IS TOO COMPLEX.

Some of our college professors, Edison, the electrical wizard and others give it as their opinion that our present civilization has become too complex, and because of this we are liable to experience a retrograde movement. One of the causes alleged by this cult is that inventions and mechanical appliances are being used at every turn to supply our wants, another is that everything is becoming specialized and that we have too many laws to enforce.

In our opinion, the trouble is not that we have developed a civilization so refined or perfect that we may not hope to climb to much greater rights, but that it is becoming lopsided through unjust laws and the unjust enforcement of good laws, and as a result a small proportion of the people are deriving all of the benefits and not only living at the expense of the rest, but are rapidly concentrating the wealth of the country into the hands of the few.

This concentration of wealth gives a small clique tremendous power over the welfare of the people, and even now dominates the actions of our lawmakers. This is indeed the danger that confronts us at the present time. If we will turn back the pages of history we will find this to be the cause of the downfall of most of the governments created by mankind in the past. The Ancient Greek democracies grew great and developed a high state of civilization, but through wars of conquest and unjust laws their wealth became concentrated into the hands of the few and in a short period of time, their greatness, civilization, government and all were tumbled into oblivion. Later, the Roman Republic rose to greatness, and finally by wars of conquest it became mistress of the then known world, opulent and wealthy, however this wealth was not equally or fairly divided; on the one side was wealth beyond the dreams of avarice and on the other was poverty and degradation. No nation or people will remain united or continue prosperous under such conditions for any great length of time, for the elements of cohesiveness and unity are lacking and it is not strange to find the Romans became divided and eventually fell a prey to their enemies, whom they had made, by their wars of conquest and subjugation; and thus their greatness, wealth and glory became but a memory. Such is the history of most of the states of the past, because they were not founded on justice, or left that pathway after they reached the condition of affluence.

A nation to perpetuate its greatness and continued existence must not only be just to the other nations of the world, but it must make justice

and fair dealing the essence of their dealings with each other and make it possible for all its people to succeed and prosper. Poverty is the corrosive force, crumbling the foundations of our civilization, exterminate this and we will arrest this disintegration; to do this we must arrest the further concentration of wealth, and inaugurate the golden rule in our laws, commerce and industries. Therefore we should harken back to the principles of Jefferson, Jackson and Abraham Lincoln, which teach that even-handed justice and square dealing are essential for success.

SECRETARY OF LABOR DAVIS BELIEVES THERE SHOULD BE DISARMAMENT IN INDUSTRY.

In a recent speech in Milwaukee, Secretary of Labor Davis voiced the opinion that we should have disarmament in industry as well as disarmament of navies, and said the first requisite for such a result was "the will to peace." We have no hesitation in saying the vast majority of the members of our industrial army have "the will to peace" and have been anxious too, for industrial peace and are fighting only for their just rights and the preservation of their organization, which "open shoppers" in the one case has tried to take from them and in the other destroy. Therefore all Mr. Davis has got to do to bring about industrial peace and concord, is to corral these highbinder cossacks in the ranks of the open shoppers and labor baiters and convert them to his views and teach them to practice the principles of the "Golden Rule" and peace will almost automatically reign in the industrial field.

Mr. Davis also stresses the need of the spirit of conciliation in industry. This is indeed necessary in the intercourse between men in all walks of life, and we believe labor is ever ready to meet their employers with an open mind and adjust their differences promptly upon the first signs of their employers to meet them half way; Secretary Davis is to be commended for his efforts to extend the mediating service of his Department and to enlarge the numbers of conciliators, in this he has been successful we believe and fifteen more conciliators are to be employed, and if he secures the right kind of men, they are bound to be of great assistance in settling disputes, and labor welcomes them into so useful a field, as it feels confident that it has justice and right on its side.

Secretary Davis strongly voices his disapproval at the "living wage theory," he says truthfully that it is not enough, and that more than a living wage should be given labor in return for its toil, so they may not only have enough to live on but that they may be able to save enough to provide for his wants in dull seasons and when the days of his productiveness declines and he is thrown on the scrap heap of industry. It seemingly will require a lot of teaching to bring the employers generally to the practice of this standard, but as it is just and reasonable labor will continue its efforts to secure same.

THE CONFERENCE ON DISARMAMENT APPARENTLY MAKING PROGRESS.

The world conference on limitation of armament, now sitting in Washington, we are told by the press, has about reached an agreement on the reduction of naval armaments for the United States, England and Japan. It is a modification of the Hughes plan, but each of the three powers are to scrap a considerable portion of their navies and are to be on a basis of

five each for the United States and England to three for Japan; and no warships are to be built for ten years, except for replacement or ships growing obsolete, by having been built an allotted number of years.

In the plan it is proposed to limit France to 1.7; to this France strenuously objected because of having a coast on two seas to protect, besides her colonies, and while she "accepted in principle" the plan as outlined, threatens to take the matter up again later; and as layman it does seem to us she should have the privilege, if she so desired, to have a larger proportional navy, she is one of the great nations of the world and no nation made more sacrifices or played a larger part in the world war; without her heroism sacrifices, fortitude and persistence, the liberties of a large part of Europe would now be submerged and the balance of the world placed in jeopardy.

France, England, Japan and the United States have entered into a four-power treaty or understanding for a settlement of the Pacific and Chinese problem, which if ratified and carried into effect, should provide peace in that section of the world for sometime.

PRESIDENT HARDING ORDERS A CUT IN CANAL EMPLOYEES' COMPENSATION.

In carrying out the open shop, low wages policy as recommended by Secretary of War Weeks's Commission, President Harding has ordered the discontinuance of the policy in force since the United States first started to build the Panama Canal, that of furnishing housing, lighting and fuel to its employees, and hereafter they will have to pay for these; this amounts to a cut in wages as it will be deducted from the compensation they receive. The excuse for inaugurating this policy is inconceivable as we are told the canal's receipts over expenditures for the year ending June 30, 1921, amounted to \$2,712,000.

The inauguration of such a policy by our government is a shortsighted, unjust and unwise one, for such methods will not keep in its employ the efficient employees who by their skill and zealous work, have helped to make this enterprise a success and put it on the efficient basis it is in today, nor will it help to attract other efficient men to take their place when vacancies occur.

The houses in question were built by the government when the canal was under construction as an inducement for men to leave their homes in the states and go to that unhealthy country, out of the way and far removed from their homes and lacking most of the facilities and resources for recreation of our cities.

The prime purpose for building this canal, we believe, was to add to our naval defenses, so that we might transfer ships, in case of war, quickly from the Atlantic to the Pacific and vice-versa, therefore, we should at all times have a full force of thoroughly competent and loyal citizens in charge of the upkeep and operation of this canal; we cannot hope to have this condition in force if the policy of the government is going to be to take away all of the inducements for going there.

Furthermore, it seems this commission would like to see tropical negroes take the place of our skilled men wherever they can be used. Our government has taken a large and liberal part in the world's affairs during the past few years, but it is cutting a small figure in adopting this course towards its canal employees.

THE UNITED STATES SUPREME COURT UNDERTAKES TO DEFINE LAWFUL PICKETING.

The Supreme Court of the United States, in a recent decision, recognizes the rights of the working people to strike and peaceful picketing, but undertakes in the same decision to determine what peaceful picketing is, and gives it as the opinion of the Court:

"That the strikers and their sympathizers should be limited to one representation to each point of ingress and egress in each plant or place of business and that all others be enjoined from congregating and loitering at the plant or neighboring streets by which access is had to the plant, but with special admonition that their communications, arguments, and appeals shall not be abusive, libelous or threatening and that they shall not approach individuals together, but singly. This is not laid down as a rigid rule, but only as one that should apply to this case."

The case was brought by the American Steel Foundries Co., of Granite City on appeal from the decision of the Federal Circuit Court for Southern Illinois, which modified the injunction issued by a Federal District Judge against the Tri-City Trades Council enjoining picketing.

According to this decision, while the right of peaceful picketing is upheld, it is so hedged about with restrictions and uncertainties, that those on strike will have a hard time to determine their rights and avoid violating the law, unless they conduct their strike in a prefatory way; and at the same time it opens the way for the employers in each strike to rush to the courts for some kind of an injunction so as to retard the work of the strikers, and prevent their fight being effective. Chief Justice Taft, who presided in the hearing of this case, is one of the first Federal Judges to use the writ of injunction in labor disputes, and evidently is partial to it.

However, labor generally believes this method of regulating industrial disputes is wrong in principle and vicious in practice, as it places a despotic power in the hands of the courts that is without bounds and we see in recent cases where men have been enjoined from doing lawful things; according to the established principles of our jurisprudence men cannot be enjoined from committing a crime, and far less should it be possible to enjoin them from doing deeds in themselves lawful. If they commit a crime they will be punished under the law. We must continue our fight against the use of the injunction in labor disputes, the Clayton act should be strengthened and extended so as to eliminate this evil.

In the meantime if the injunction is to be indiscriminately and wrongfully used for the purpose of hamstringing the workers, it might be well to look around for some manner in using it on the side of labor. Why not secure a writ of injunction against the Steel Trust to prevent it from interfering with the organizing of their employees, or discriminating against them for so doing, or securing a writ against those corporations whose employees are on strike, enjoining them from hiring strikebreaking thugs and gunmen or interfering with the peaceful picketing of strikes. It is a poor rule that won't work both ways.

THE EXECUTIVE COUNCIL DECIDES TO DEFER REFERENDUM VOTE ON PIECE WORK.

Our members will see by the published proceedings of the Executive Council at their recent meeting, that they decided to defer the referendum vote on the total abolishment of piece work for the present. The following excerpt from their proceedings gives reasons for and action taken:

"It was moved and seconded that owing to the unsettled conditions existing in all branches of our combined trades throughout the United States and Canada that the

submission of a referendum as ordered by the thirteenth consolidated convention be held in abeyance until a more opportune date, and that the subject matter be left in the hands of the International President."

In some parts of our trades, especially in shipbuilding this obnoxious system has been established and it will take time and a determined fight to eradicate it, therefore the time and conditions under which to wage it should be well chosen in order to be successful; however, this system has been tried in various other places, at different times, and our members are pretty well familiar with its unfairness and the evil effects following in its wake; we believe an overwhelming majority are against it, and will fight its further extension, and finally its total elimination.

QUOTATIONS.

He is a fool who cannot be angry: but he is a wise man who will not.—Seneca.

Whatever advantage we snatch beyond a certain portion allotted us by nature, is like money spent before it is due, which at the time of the regular payment will be missed and regretted.—Johnson.

Nothing in life is more remarkable than the unnecessary anxiety which we endure and generally occasion ourselves.—Beaconfield.

Passionate expression and vehement assertion are no arguments, unless it be of the weakness of the cause that is defended by them, or the man that defends it.—Chillingworth.

Man ought always to have something which he prefers to life; otherwise life itself will appear to him tiresome and void.—Seume.

The blessings of fortune are the lowest; the next are the bodily advantages of strength and health; but the superlative blessings, in fine, are those of the mind.—L'Estrange.

That Courage which arises from a sense of duty, and from the fear of offending Him that made us, acts always in a uniform manner; and in accordance with the dictates of right reason.—Addison.

STRIKES NOW IN FORCE.

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)	McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)
Billberg Boiler Works, Houston, Tex. (Strike on.)	Fabricated Ship Corporation, Milwaukee, Wis. (Strike on.)
Fellps Oil Works, Franklin, Pa. (Unfair.)	Rushton Foundry & Machine Co., Alexandria, Va. (Strike on.)
The Lucey Mfg. Co., Chattanooga, Tenn. (Strike on.)	Dominion Shipbuilding Yard, Toronto, Ont., Can. (Strike on.)
Morse Bros. Mach. & Supply Co., Denver, Colo. (Unfair.)	on work being done by the Collingwood Shipbuilding Co., for the Dominion Government.
Cramps Ship Yard, Philadelphia, Pa. (Strike on.)	Atlanta, Birmingham & Atlantic R. R. (Federated strike on.)
Ajax Boiler Works, Denver, Colo. (Unfair.)	Missouri & North Arkansas Ry. (Federated strike on.)
S. F. Bowers & Co., Inc., Fort Wayne, Ind. (Unfair.)	Minneapolis Threshing Machine Co., Hopkins, Minn. (Strike on.)
Provo Foundry and Mach. Co., Provo, Utah. (Unfair.)	Cosden Refining Co., Tulsa, Okla. (Lock out.)
The Portland Co., Portland, Me. (Strike.)	Higgins Bros., Bayonne, N. J. (Unfair.)
Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)	Finch Mfg. Co., Scranton, Pa. (Strike on.)
Ritter-Conley Co., at Paragon Oil Co., Toledo, O. (Strike on.)	Vulcan Iron Works, Wilkes Barre, Pa. (Strike on.)
Mathison Alkali Works, Saltville, Va. (Strike on.)	
Contract Shops, Charleston, S. C. (Strike on.)	
Lebanon Boiler Works, Lebanon, Pa. (Unfair.)	

WANTS CAPITAL DEFLATED.

Aston, England—Capitalists must wipe out their watered stock, says S. T. Goggins, secretary of the District Weavers' Association in his quarterly report.

"The exploiters in their scramble to get rich quick omitted to take into consideration the fact that they have to rely on foreign markets to keep their machinery going. The purchasing power of the foreigner not having increased in the same ratio as ours, prices got too high and he ceased to buy our own. Concessions obtained by the workers under the boom are now being fleeced

from them and industrial discontent and semi-starvation are the outcome of artificial post-war prosperity.

"Unemployment insurance has been tried, but without success. Reductions in wages have taken place with similar results and the workers are now at the end of their resources.

"The deflation of over capitalization may appear drastic, but the disease is serious and calls for strong measures. If the slump in trade continues much longer, some of the undertakings may lose all their capital."

Official

Kansas City, Kas., Dec. 15, 1921.

To the Officers and Members of All Subordinate Lodges.

Greeting:

In accordance with Article 10, Section 1 of the constitution adopted at the Thirteenth Triennial convention, I am submitting herewith a resolution adopted by Lodge 428 of Norfolk, Va., proposing an amendment to Article 7, Section 5, Subordinate Lodge Constitution.

In addition to the issuance of this circular the resolution will be published for two months in the official journal, which will be January and February. If twenty per cent of the lodges in good standing endorse the proposition, it will then be submitted for a referendum vote. For this vote all it requires is a lodge vote, and should be sent to the International Secretary-Treasurer not later than ten days after the close of the voting limit as prescribed in Section 1 of Article 10.

Trusting you will give this matter the consideration due it, and with best wishes, I am

Yours fraternally,

J. A. FRANKLIN,
International President.

South Norfolk, Va., Nov. 19, 1921.

Mr. J. A. Franklin, Int. Pres.,
315 Wyandotte Bldg.,
Kansas City, Kansas.

Dear Sir and Brother:

I am enclosing resolution adopted by majority vote of Local 428, which has to do with amending the By-Laws governing the out-of-work receipt system as now in effect, with the request that the proposition be placed before our membership in the constitutional manner for acceptance or rejection.

As our constitution makes no provisions for the member or members who are out of employment practically, but who make a few days during the month, the local law committee presented this resolution as a means of taking care of such members.

Owing to business depression a large majority of our membership in the locals of this vicinity are unable to make but a few days each month, and in many instances are out of employment the entire month. As it is almost impossible for them to keep their dues paid up on this meager wage, they are fast becoming delinquent and as the reinstatement fee has been increased to such an extent, when they are fortunate enough to secure employment, they are not financially able to reinstate. Therefore, every local in the Port of Norfolk is daily losing members on this account.

Whether or not this condition exists in other cities cannot be stated, but I am of the

opinion that it does, although probably not as serious. Work is very slack here with the exception of our railroad members who are doing very well at present. The shipyards and navy yards are practically idle. Some of them have taken contracts from the railroads to repair and rebuild steel coal cars, which they have never been known to do before, and the result of this venture should be watched with interest by the Carmen as well as our organization as the work is not only being taken from the railroad members, but is taken away from the jurisdiction of the Railroad Labor Board, and if successful may mean that locomotive repairs will be next contracted for and accepted by the shipyards.

Yours fraternally,

(Signed) C. W. SCHULTZ,
Secretary 428.

PROPOSED AMENDMENT TO ARTICLE 7, SECTION 5, SUBORDINATE LODGE CONSTITUTION, AS SUBMITTED BY LODGE NO. 428, NORFOLK, VA.

Any member or members in good standing in the International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of America, who have not been employed at the trade more than five days in any one calendar month, shall be entitled to out-of-work receipt for such month, provided that he report at regular meeting and also notify the Secretary each week during his unemployment.

COMMITTEE:
FRANK FARRELL,
C. A. REEP,
J. S. WHITLOCK.

Kansas City, Kas., Dec. 15, 1921.

To the Officers and Members of All Subordinate Lodges.

Greeting:

In accordance with Article 10, Section 1 of the Constitution adopted at the Thirteenth Triennial convention, I am submitting herewith resolution adopted by Lodge No. 293 of Shawnee, Oklahoma, proposing that a special convention of the International be held as early as possible.

In addition to the issuance of this circular this resolution will be published for two months in the official Journal, which will be January and February, and all lodges may vote on this proposition up to the end of February. If twenty per cent of the lodges in good standing endorse the proposition, it will then be submitted for a referendum vote. For this vote all it requires is a lodge vote, and should be sent to the International Secretary-Treasurer not later than ten days after the close of the voting limit as prescribed in Section 1 of Article 10.

Trusting you will give this matter the consideration due it, and with best wishes, I am

Yours fraternally,

J. A. FRANKLIN,
J A F: A M International President.

Shawnee, Okla., Dec. 9, 1921.

Mr. J. A. Franklin, Int'l Pres.,
522 Brotherhood Block,
Kansas City, Kansas.

Dear Sir and Brother:

I am submitting to you resolution adopted at last regular meeting of Kickapoo Lodge No. 293, Dec. 6, 1921.

Yours fraternally,

HARRY LINDSEY,
Sec'y Local No. 293.

RESOLUTION ADOPTED AT REGULAR MEETING OF LODGE 293, SHAWNEE, OKLAHOMA, HELD DEC. 6, 1921.

Whereas, At the last triennial convention of the B. of B. M. I. S. B. & H. of A. held in Kansas City, Mo., in the month of September, 1920, the delegates there assembled by their votes adopted Article 2, Section 1 in the international constitution, and

Whereas, This local has seen fit to call a special convention to revise international

and subordinate constitutions, and to transact any business that might be properly brought before it, and

Whereas, The different changes that have been made and are being made at the present time throughout the country in regards to working conditions and wages, and

Whereas, It is nearly two years before our next regular convention convenes; therefore, be it

Resolved, That we the members of Kickapoo Lodge No. 293 in regular meeting assembled make application to our Grand Lodge to have the following proposition submitted to all locals for their endorsement, should same be favorable that it be taken up through the regular channels of the referendum;

That a special convention be called as soon as possible to revise international and subordinate constitutions, and to transact all business that might be properly brought before it.

J. B. JOHNSON,
E. PIERCE,
EMANUEL ALLEN,
C. E. BENNETT,
HARRY LINDSEY,
Committee.

International Officers' and Organizers Reports

REPORT OF VICE-PRESIDENT McCUTCHAN

For Period From October 15th to December 15th, 1921.

Winnipeg, Canada, Oct. 15, 1921.

September 28th to November 3rd the writer continued the house to house campaign and other methods of re-organizing in connection with the Winnipeg situation, and on October 16th and 23rd fairly well attended open meetings of boilermakers and helpers were held, and while the writer and others connected with our International, advanced arguments more than sufficient to convince any unprejudiced mind that the interest of the railroad shopmen in Western Canada would be best served, by those who are now ex-members again becoming members, and many of those present were so convinced, but we had a number of "Dog in the Manger," and "Die Hards," fanatical secessionists.

I call them "Dog in the Manger," and "Die Hards," for while they could not produce one bit of evidence that the "secessionist union" that they favored had any possibilities of ever in the slightest degree, the ordinary functions of a labor union, yet in the face of that fact, they are still obstructing in every possible way, the re-organizing of the men into those unions, which have been the medium through which the workers have made all the improvements in their working and general conditions that has been made to date, namely: the International Unions.

However, while the results obtained may at times be discouraging, there can be no doubt as to the final results, but much patient work yet will be required, especially here in Winnipeg, and at Calgary, before the mess created by the split will be cleaned up.

From November 3rd to the 29th was spent traveling to and attending the annual session of our Grand Lodge Executive Council, and the report of same will be sent to all the lodges, as is customary.

On the return from Kansas City a few days was spent in Minneapolis, making an investigation of the grievance of Lodge 695, located in Hopkins, which is a suburb of Minneapolis Threshing Machine Company which has been completely closed since August.

On December 6th a general election was held here in Canada, and it may be of some interest to our members in the States to know the results. The Conservative Party which was the Government Party, and made up largely of war time members, met with one of the greatest defeats of any party in the history of the Dominion of Canada, as they had about 125 members in the Dominion House of Commons (Canada's National Law Factory) before the election, out of 235 possible members, now they have 50,

while the Liberal Party has 118, the Farmers or Progressive Party 64 and Labor 3.

While the election was a great land-slide to the Liberal Party, it is nothing for the working class in Canada to feel elated over as it is only a matter of "ins" and "outs," or the difference between "tiddle-dee dee," and "tiddle dee dum," in so far as they are concerned, for in Canada, like in other countries "except one," the workers still vote to a very large extent for the representatives of the "master class," as has again been demonstrated in this election when only three representatives of labor were elected, thus again proving that the great mass of the working class are quite content with "wage slavery." One wonders how much more unemployment, starvation, clubbing, imprisonment, murdering and other forms of oppression, such as is now being used against the workers in the "lands of freedom and democracy" can be used, before they will do something as a "class," in their own interest.

At the request of the Railway Association of Canada, a conference was held between a sub-committee from that body and the scheduled committee representing Division No. 4, in Montreal, on December 12th, during which time the Association presented the following

proposed agreement in lieu of the "tentative" agreement of July 13th.

Agreement.

It is agreed between The Railway Employees' Department, Division No. 4, of the A. F. of L. and the Railway Association of Canada, and in lieu of the agreement between then dated July 13, 1921, that the rates of pay made effective July 16, 1921, and the existing schedule of rules governing working conditions, shall continue in effect subject to thirty days' notice from either the Railway Employees' Department, Division No. 4, or the Railroad Association of Canada to the other.

After discussing the matter with the Association, the Division's schedule committee proposed that they be allowed one month to submit the matter to a lodge vote of the membership, which was agreed to, and the proposition now goes to the membership for their approval or otherwise. From the above it would appear that the Railway Association of Canada does not intend to open up negotiations on wage agreement No. 4, in the near future, and to that extent the shopmen in Canada are better off than their fellow workers in the United States.

R. C. McCUTCHAN.

REPORT OF LEGISLATIVE REPRESENTATIVE DAVIS.

Washington, D. C.

I am submitting for the benefit of the members everywhere a report on what has been accomplished here in Washington in line with the purpose intended in creating the office. There has been no end to the bills introduced in this session, there having been something in the neighborhood of 10,000 introduced in the House and about 3,000 in the Senate, so that it seems that we are becoming a land of laws. It also seems that about everyone here in Washington representing the different districts and states throughout the country, believe that unless they can introduce for legislation a bulk of bills, whether of any value or not, just so they might show that something is being done, they are grasping at most anything or any subject that comes before them. The consequence is that thousands of bills never come out of the committee rooms, being pigeon-holed or thrown aside by the committee and consequently die there.

However, the business interest of this country is not asleep by any means, and it keeps those here in the interest of labor constantly on the jump trying to offset proposed legislation which seemingly comes from this class. However, I believe that we have been successful, in either defeating or keeping in the hands of the committee legislation that, if it had been enacted, would have been a detriment not only to the workers of this country, but to the entire public. I will not endeavor to list all of the bills introduced before the Congress in

this extraordinary session, but it is my intention to call your attention to some few of the bills that were introduced and what disposition was made of them.

Our attention is now being called to the fact that there are numerous Congressmen and Senators who must go before their people for election in 1922, and in the near future we have hopes of furnishing our members in the territories of these different Congressmen and Senators with a record of the men now serving them, and it would be wise for the different lodges throughout the country to appoint a committee to see that every member of their lodge and members of other lodges, if necessary, are registered so that they may be entitled to a vote in the elections next fall. Some, of course, will be of the belief that next fall is a long way off. However, we find here that these Representatives and their followers are all organizing for their campaign and I do not think that we should wait until after everything has been done in the line of primary elections and the slate all set for the state elections, to rush in at the last moment and endeavor to offset what has already been done through propaganda and the workers of these political factions.

I trust that the members of the different lodges will give this some consideration immediately, for we are frequently told here "that labor soon forgets, but big business never forgets."

We find that the last year has been one of the hardest years encountered by the working people of this country and particu-

larly the members of our organization in its history, due to the depression that is general throughout the country, and in our mind a depression that has been created for the sole purpose of increasing the value of the dollars that have been hoarded by the numerous war profiteers. He naturally feels that if he can force wages down and the products of the producers down, particularly the farmers, that he will add to the already ill gotten sums of money that have been extracted from the people. We find that most of this is being done through propaganda that is being handed out on every side and principally through the newspapers, to such an extent that we are finding ourselves actually believing that certain things are a fact. When I say this I have in mind the cost of living, which the papers tell us, numbers of times each month, as to how it has been reduced, but we have not noticed any reductions ourselves. For an instance, the statistics of the Department of Labor show that there was something like a reduction of one-half of 1 per cent during the month of October and a reduction of 50 per cent from the peak of prices, yet we have been unable to notice any reduction at all to amount to anything. It seems that the policy is that every time there is a so-called reduction in prices made through the newspapers and their line of propaganda, that the employers immediately call upon the employees to suffer another reduction, but nothing is ever said about the reducing of profits or the price of the commodity. For an instance, let me cite another piece of propaganda.

The railroads of this country, through propaganda, are now trying to make the public, and especially the farmers, believe that they are voluntarily reducing freight rates 10 per cent on certain products, such as hay and grain out of certain sections in the West, but that in making this reduction of 10 per cent they are asking that the farmers and the public demand of the Railroad Labor Board that they offset this reduction with a reduction of wages, when the true facts are that the Interstate Commerce Commission ordered a 16½ per cent reduction in the above rates and the railroads asked that it be held in abeyance until they could make arrangements to make the cut voluntarily. But instead of it being 16½ per cent it was made 10 per cent.

I also find that numbers and numbers of our members throughout the country are falling for this line of propaganda and are in reality throwing up their hands hollering "Kamerad." By this I mean that they believe that they are beaten and are actually offering no resistance. When I say resistance, I do not mean that they should resort to strike, or to any unlawful measure, such as violation, but in offering resistance I mean that they should keep lodges and organizations intact and should have only one thought in mind—that whenever the pendulum does swing again they will

be in a position to strike back and gain all of the lost territory. But instead of that they are saying: "What's the use, times are bad and there is no work and there is nothing to be gained," not realizing for one minute that when business does pick up and a period of prosperity again hits us, that we will again have to do what we have been doing for the past three years, organizing, in order that we might be able to have our demands heard that we might gain recognition, instead of being able to meet a period of prosperity with our ranks unbroken so that we might be able to take advantage of it from the very first jump. We find that the past year only proves to us that history repeats itself in the fact that so long as we can, as an organization, offer such things as assurances of an increase in wages and better working conditions, we readily have success in lining men up, but just as soon as they meet with a little resistance or as soon as the periods for increases in wages are past they seem to think there is no more use for the organization, when in reality it is more essential to be intact and protect that which we have fought for and strived for than it is to organize for the sole purpose of securing an increase in wages, because, we all know that just as soon as the ranks of the organization are broken these increases in both wages and conditions are taken away from them and hardships imposed upon them in a time when we are helpless to protect ourselves, due principally to the fact that we find that the men are not strong enough. I can in all probability say a lot more in regards to just how I see the different things, but I believe that this will be enough for at least one time.

Below I am submitting a report, as mentioned above, on different legislations and proposed legislation:

Legislative, Executive and Judicial Appropriation Bill.

This is the bill that carried with it provisions for the \$240 yearly bonus to Government employees and through which the provisions for a \$240 bonus for the Navy Yard and Arsenal men was ruled out in the House of Representatives on a point of order by Congressman Blanton of Texas, but which was later restored by the Senate and which was lost by the Senate Conferees yielding to the House Conferees, thereby eliminating the \$240 bonus for skilled workmen in the Navy Yards and Arsenals.

Army and Navy Appropriation Bill.

The provisions in both of these bills prohibit the use of any of the money appropriated for the installation or the production of any stop or time-keeping system by anyone. This is the clause that is necessary in order to prohibit the stop watch or Taylor system being installed by advocates of that measure in these Departments.

Immigration.

An Act to limit the immigration of aliens into the United States enacted into law May 19, 1921, and became effective June 3, 1921, limiting to 3 per cent of the number of foreign born persons to such nationality resident in the United States as determined by the United States Census of 1920. This does not alter the provisions affecting Asiatic labor who are barred entirely. The statistics as compiled by the Bureau of Immigration show that the limit of all nationalities to one year is 355,825 aliens. This is quite a reduction when we consider the millions that have come in in the past.

There is, however, a resolution to admit Chinese coolies into the Hawaiian Islands for the relief of the sugar planters, so-called. This resolution was reported out of the Immigration Committee of the House, but through the efforts of all of those in Washington and their constituents throughout the country with the aid of some of their friends in Congress, they were able to have this resolution recommitted and has since remained with the committee. This resolution provides that the coolies will be admitted under contract to their employers and unless they are satisfactory may be deported. This means bondage and has caused fear in the hearts of all of us interested, for we realize that should this measure be passed it will only be an entering wedge for the coolie on the mainland. I would suggest that you again appeal to your Congressman to use his influence to defeat this measure should it be reported out of the Committee.

Discontinuance of Government Publications.

Effort is being made to discontinue all of the Government publications by the various Departments. Among these published is the Monthly Labor Review by the Department of Labor. We see by this an effort to eliminate the publications and revive only those that they or their masters might feel that they desire. We are making a special effort here to have the publication of the Monthly Labor Review continue. This also should be made the center of protest by all lodges throughout the country, demanding of their Senators and Congressmen that the Monthly Labor Review be continued.

The Packers Bill.

A bill to regulate Interstate and Foreign Commerce in live stock and dairy products, poultry and eggs. This gives the Secretary of Agriculture authority to regulate these industries. The enactment of this law was brought about principally by the progressive element in Congress and Senate from the Middle West and West.

Anti-Gambling in Grain Futures Act.

This bill prevents gambling in grain futures, only permitting those dealings in grain which are believed to be legitimate for the maintenance of proper market conditions. It condemns and penalizes those operations which are purely speculative.

This should relieve the farmer and the public of some suffering, but we doubt it.

Naval Wage Board.

The hearings of the Central Wage Board were held here during the week of August 15th, evidence being submitted by the Metal Trades and all of the Internationals and Committees interested. Evidence was submitted that if the law of 1862 had been complied with the employees in the Navy Yards would have received an increase instead of the reduction that they suffered. It is becoming more evident each day that the policy of the Government is to pave the way for the reduction in wages of the working people throughout the country. This evidently is a political debt that is being paid at the expense of the employees. There is no use reviewing this situation because as the conditions are today it is impossible to get any recognition from the Navy Department in so far as modification of conditions or the righting of any wrongs. It simply means that if the men in the Navy Yards weaken, they will be imposed upon to such an extent that working for the Government will lose all of its flavor.

At the present time there is an investigating committee of Congress, which is conducting hearings now on the wages of Naval and Army Officers. It will be remembered that these officers had their pay increased during the period of the war and high prices, and recently there has been a tendency by certain ones of the Administration that there should be some reduction made in the pay and allowances of these officers. Secretary Denby, in appearing before the Board on November 28th, stated that conditions did not warrant the reduction of any wages or allowances to the officers, that some of them were in debt and that if wages were decreased they would be unable to meet them. In speaking of the meal allowance allowed men ashore, his attention was called to the difference of 40c for the Army officers and 50c for the Naval officers, of which he said that it should be made equal by raising the Army officers 10c, which would make it 50c for both. Later his attention was called to the enlisted men's allowance, the Navy enlisted men getting 33c and the Army enlisted men getting 30c. He said that this should be made equal and that the Navy enlisted men should be reduced 3c to that of the Army enlisted men's allowance. This does seem strange that he will recommend an increase of 10c in the allowance for the Army officers and at the same time recommend a reduction in the allowance for the enlisted men. It will be remembered that Secretary Denby signed the report of the Wage Board reducing the men in the Navy Yards 13c an hour. He claimed at that time that this was absolutely necessary, due to the reduction in the cost of living and the general conditions throughout the country and that there must be readjustment made. However, it seems to make a difference as to

whom the reductions affect, whether it is the working man, the enlisted man or the Army officer. Admiral Koontz, in order to show the investigating committee that it was necessary that the pay of the Army and Navy officers be maintained, pointed out that it was necessary for some of their wives to do their own work. I only make mention of this to show the attitude of the present Administration as I see it.

The Canal Zone Report.

The report of the Special Commission appointed by Secretary of War Weeks to investigate conditions in the Panama Canal Zone recommended some very drastic changes as to the governing of employees in the Zone. It simply means that the War Department will be aligned with the open shop interests, which means that they will be opposed to organized labor, for the report recommends that the recognition of organization of workers be discontinued. In other words, the report favors putting into effect the open shop principle in Government establishments in the Canal Zone, advocates the abrogation of all agreements limiting the use of tropical labor, urges the discontinuance of free housing, light, heat and further perquisites now giving to white employees on the Canal at an estimated cost to the Government of \$550,000 per year, and says that there is no apparent reason of continued expenditure of Canal funds to maintain Naval Base.

The proposals of the Commission that tropical labor be employed as a measure of economy is very drastic and unfair. The Commission suggests in the recommendation of this that by the elimination of the American or white labor and substituting the tropical labor or negro, there would be a saving estimated at \$5,000,000 a year. Doubtless money could be saved by discharging Americans and by hiring in their places aliens whose standards of living are lower than the American standard. Under that policy every American institution could pay lower wages if they were permitted to discharge American workers and import and employ coolies. The Commission was headed by Brigadier General W. D. Connors, Assistant Chief of Staff.

President Gompers, of the American Federation of Labor, said in regards to this report: "It is unthinkable that a Government Department should join forces with the most reactionary elements in our country to put into effect what the report falsely calls the 'open shop' and to deprive the workers of their right to determine who shall represent them in conferences and negotiations." He says further "The gentlemen who drafted the report to Secretary Weeks should commend themselves to the Steel Trust."

Conferences were held by the Metal Trades and committees representing the workers on the Canal Zone protesting against the report of the Commission. However, we have nothing to indicate that the suggestions or the protests were looked

upon with favor. Economy seems to be the watch word of the Administration so long as the economy affects the workers.

Reclassification of Government Employees.

The bill before the House is the one introduced by Congressman Lehlbach for the classification of civilian positions within the District of Columbia and in the field service. This bill is for the purpose of relieving the civil employees in the different Bureaus and Departments of the injustice brought about through the discriminations practiced by the different heads so that wages will be adjusted and will be equal for the different occupations of similar character. We find, however, in this bill, in Section 8, something that I do not believe would be of very much benefit, if not a detriment, to the members of our organization working in the Navy Yards and the Canal Zone.

This section provides for a Federal Wage Commission of three to be appointed by the President and who shall hold office during his pleasure, one member shall be chosen from the employees affected. There are no principles nor rules laid down or outlined for the procedure of this Commission. For that reason we do not know just what to expect and what results may be. However, our experience with Wage Boards in the past has taught us that at best they are bad.

I do not think that we should do anything that would have a tendency to defeat the reclassification measure, but we should protest with all of our vigor against the adoption of Section 8, in this report. It is understood that amendments will be offered eliminating this section, and we requested sometime ago through a circular letter to all of our lodges, that they petition their Congressmen to support any amendment to eliminate Section 8 from the Reclassification Bill. This bill was laid aside for the Conference Report on the Tax Revision Bill and in all probability will again be called in December after the Congress reconvenes.

The Tax Revision Bill.

While this bill does not carry provisions that we had hoped for, it is somewhat better than we had expected, as the purpose of those in charge of the bill seem to be working for only one thing—relieving big business of their taxes and putting them upon the shoulders of the smaller ones and the consuming public. What the bill actually does in the main is to reduce very largely the tax on incomes, which are over \$200,000. It also repeals the so-called excess profit taxes which amounted this year to \$450,000,000 in revenue, the repeal to take effect next year. In substitution for these taxes the bill levies an insignificant increase of 2½ per cent on all corporations in the United States, whether prosperous and highly profitable or not. This is an increase on the flat tax from 10 per cent to 12½ per cent.

There was an attempt made to reduce the

sur-tax to 32 per cent maximum, the present tax law had a maximum of 65 per cent, the final adoption of the bill was to reduce the sur-tax to 50 per cent maximum. This reduction from 65 to 32 per cent, if it had gone into effect, would have amounted to enormous reductions in the taxes of the big corporations. On an income of \$150,000 a year the proposed reduction to 32 per cent would have amounted to \$12,730.

On an income reaching \$200,000 a year it would have amounted to \$24,370.

On an income of \$300,000 a year it would have amounted to \$52,730.

On an income of a half million the reduction would have amounted to \$114,730 a year.

On a million dollars the reduction would have been to the extent of \$204,730.

On an income of \$5,000,000 the reduction would have been \$1,594,730.

I list these figures with the intent of showing that only the very big corporations of the country would have received any benefits. Let me say, though, that the final adoption of the bill at 50 per cent was brought about by the splitting of party lines, the progressive Republicans both in the Senate and in the House bolting their party and voting for the 50 per cent measure with the Democrats. This, I will say was not in accord with President Harding's principle, he having recommended a lesser per cent.

The income tax was practically along the same line, for if the committee recommendations had been adopted, it would have meant enormous reductions for those who earn big incomes, but who have meant practically nothing to those earning small amounts. If the bill had passed as submitted by the House to the Senate the reduction would have amounted to \$12,730 on an income of \$150,000 a year, but after a split vote and party lines being cast to the winds, this was reduced to \$4,040 on an income of \$150,000.

The following table of figures will show the proposed reduction on certain incomes and the amount of reduction as finally agreed upon.

Incomes (yearly)	Proposed reductions in taxes	Final amount decided upon.
\$ 200,000	\$ 24,370	\$ 14,040
500,000	114,730	40,000
1,000,000	274,730	110,000
5,000,000	1,594,730	710,000

You will see by these figures the intent of those in charge of tax revision and nothing more need be said. However, the big interests of this country gained a big victory in the repeal of the excess profit taxes.

It would do well for us to give some thought to the sales tax measure. There was an attempt made by the advocates of this measure to have this adopted as an amendment to the Tax Revision Bill.

This, however, was defeated, but the advocates of this measure have served notice that it will be again introduced next session and a determined fight will be made for its adoption. Much could be said in regards to the sales tax measure, but in the main it has only one object as we see it, and that is to put the tax entirely upon the consuming public. The matter of the sales tax I will endeavor to cover at some later date, as I see it, in another article. Surely you can see reasons why you should register and vote when you read the above figures. We have on record in the office all of the votes taken on this measure and we will willingly furnish any of our lodges or members who are interested as to just how their Congressmen and Senators voted on this measure.

Anti-Strike-Bill—Introduced by Senator Poindexter, Washington.

This bill is for the purpose of prohibiting strikes on railroads by its employees and is considered to be the most drastic piece of legislation introduced in years. It actually would prohibit if enacted into law, any two men or more from quitting the services of any carrier or any firm engaged in Interstate Commerce at any one time. This bill was slipped through the Senate on calendar day during the latter part of the 66th Congress when there was scarcely more than five or six senators in their seats. However, a motion by Senator LaFollette to reconsider the bill was sufficient to hold the measure in abeyance until Congress adjourned. However, it was immediately reintroduced the first few days of the present Congress and has since remained with the Committee. Too much pressure cannot be brought to bear upon the Senators of your state to see that this bill is never enacted into law and that it remains in the Committee, for if this bill passes America will be lost to the working man.

The Blanton Anti-Strike Bill.

Congressman Blanton, of Texas, is also the author of an anti-strike bill patented after the Poindexter anti-strike bill. This, like the Poindexter bill, through the efforts of labor and those who represent labor, has been kept with the Committee and so far has not been reported out.

Anti-Picketing Bill.

This is another bill of Congressman Blanton, of Texas. This bill was introduced for the purpose of prohibiting picketing or public speaking in the District of Columbia. However, the support for his bill came from all corners of the country. It seemed for a while that the purpose was to introduce it for the District of Columbia and then have a court decision to make it applicable to all of the United States. However, this bill, like the above bill, has been kept within the Committee and unless there is a weakening within our ranks I expect it to remain with the Committee.

Railroad Funding or Refunding Bill.

There were two of these bills, one H. R. 8331, introduced by Representative Winslow, which has passed the House and is now before the Senate. The bill S. 2337, introduced by Senator Townsend, has been set aside in favor of the House bill. This bill is known as the Railroad Funding or Refunding Bill and has for its purpose the disposition of \$500,000,000 worth of railroad securities now in possession of the Government so that the \$500,000,000 might be paid to the railroads as part payment of their claims against the Government, growing out of Government control of the railroads.

It is the intent of the framers of this bill to give authority to the President to sell these securities to the War Finance Corporation at par; in other words, by simply transferring the securities from one bureau of the Government to another, the sale is supposed to have been made and the \$500,000,000 is turned over to the railroads.

Let us remember that the War Finance Corporation is owned entirely by the United States Government.

The bill says that the sale of these securities shall be made without loss to the Government and it is a well known fact that the War Finance Corporation will never be able to sell these bonds to any individuals at par, consequently, unless there is some modification made either in this bill or some future bill to amend that the securities will remain for all time with the Government. This is a simple transaction of which the Government sells to itself \$500,000,000 worth of bonds to accumulate \$500,000,000 for the railroads. It is really too deep for the most of us and is looked upon with suspicion by all those who think.

Sherman Anti-Trust Law.—Clayton Act.

During the latter part of the session of the last Congress a bill, S. 4526, for the purpose of amending the above bill, was slipped through the Senate at the same time that the Poindexter Anti-Strike Bill was pushed through, but was never enacted into law. However, since that time there have been numerous bills introduced for the purpose of amending the above bill so that the railroads are privileged to contract with the utmost freedom with firms, in which they are directly interested, for supplies as well as repairs to equipment, but as yet none of them have been successful in accomplishing their purpose. We have all witnessed the farming out of equipment for repairs by the various railroads on which the costs were estimated to be 50 per cent above the cost for this work to be done in their own shops. It is common knowledge that many railroads have been laying off numbers of their own employees and contracting the work out and paying from two to five times as much for the work as it would cost otherwise. Under the Clayton Act the making of such contracts constitutes a felony punishable by fine for the corporation and im-

prisonment for the officials, if it can be proven that they have violated such act. We are protesting with all of our ability against the enactment of any of these amendments that would make this most valuable measure null and void.

Senate Bill 657, Introduced by Senator Nelson, of Minnesota.

Which provides for the amending of Section 1014, of the Revised Statutes of the United States, in such a manner as to deprive the defendants in the case instituted by the Government of the right to a hearing in the district of his domicile on a question of probable cause before being removed from the jurisdiction where the indictment was found and trial is to be held. This is contrary to previous decisions by the Supreme Court and is intended to amend that part of the law that says, where a person is indicted in one state for violating the Federal Laws and is arrested in another state, that he must be given a hearing on a question of probable cause before the Federal Judge before the removal to the place of indictment and trial. The Supreme Court has declared that such arrested persons have the Constitutional right to such hearing and also pointed out the hardship and injustice that would be suffered under such a law as proposed in Senate Bill 657. This bill, however, is still with the Committee.

Amendment to the Retirement Act for Civil Service Employees.

There have been numerous amendments offered to the Retirement Act, all, we believe, having the one purpose of bettering the conditions of the employee in this bill. However, none of these have gotten to either House, we suppose, on account of the so-called urgent need of other important measures. We expect, no doubt, some of these amendments will be reached during the coming session.

Creation of Government Wage Board for Navy Yards and Arsenals.

Senate Bill 2620 and House Bill 8822, for the creation of a Board of Adjustment to constitute a Wage Board and Board of Appeals for employees of Navy Yards and Arsenals and to define its powers and duties. These bills have only been introduced recently by Senator France and Congressman Hull, and in reality we have not definitely made up our mind as to just how much can be gained. However, I am inclined to believe that it cannot be any worse than the present system of doing business in the Navy. It simply means that definite lines will be laid down and if enacted into law it will take from the heads of the different departments the right to dictate to the Wage Board as to their findings.

I have asked the opinion of the different lodges who would be affected by such a Board, but up to date have not had an expression from all of them. However, with the exception of one, those that I have heard from express the opinion that there

is no doubt but that it would be better than the present practice. There is a difference of opinion here between the different organizations and the Metal Trades as to just what good can be accomplished by the bill and as to just how far it will affect the men. We have hopes of hearing from those organizations who have not given us an expression on these bills.

Administration's Reorganization Policy.

President Harding has appointed Mr. Walter F. Brown, Chairman of the Committee on the Reorganizing of Governmental Departments. It seems that the policy of this committee is for the purpose of eliminating certain departments of the Government and transferring the duties of that department to some other department or bureau. From the conferences that have been had by President Gompers and those representing the American Federation of Labor, it is the understanding that if this committee has its way the Department of Labor will be pretty thoroughly chloroformed.

Mr. Brown's argument is that the Department of Labor had been created for the welfare of a small group and that in lieu of of this the committee was contemplating the creation of a Bureau for the investigation of labor disputes for public information. It would do well for all lodges and individual members, feeling so disposed, to petition their Senators and Congressmen against any action being taken for the purpose of eliminating the Department of Labor.

It is also well understood that if this Committee's recommendations are accepted that the Department of Agriculture will be eliminated, so that all good that has been rendered the workers and the farmers through these Departments is to be short-lived if the Administration has its way.

Facts About the 10,000 Bills.

In summing up the above report on legislation in which I stated that there were some ten thousand or more bills before the Senate and Congress, there are among them 236 bills directly affecting labor. A few types of the bills pending in so far as the workers are concerned, are as follows: Fifteen bills affecting the Postal employees; eleven, railroads and railroad service; five, the Seamen; three, proposing law to make strikes illegal, or anti-strike bills; three, Constitutional rights; eight, disarmament; nine, meat packers and meat packing industry; four, child labor; six, food control; six, housing; and three to regulate lobbying in Congress; twenty-nine respecting the military; five, education; four, workmen's compensation; two, affecting miners; and two for the establishing of a new Department—the so-called welfare or Department of Public Welfare, the proposal of which is to take from the Department of Labor some of its most important duties and functions.

We will now give a brief account of the

miscellaneous items that have been handled by this office:

Conferring in joint with International Representative Beckley on the situation at Charlestown, S. C., with the Shipping Board officials, securing an investigation of the alleged misconduct of the representatives at that port. He was also charged with discrimination between the employers of this port. We had the co-operation of the city officials in this and we must say that they gave us valuable assistance. Just what good was accomplished can better be said by those affected.

Attended Metal Trades meeting in Washington Monday, August 15th, in reference to the Naval Wage hearing.

Handled with the Department of Labor and secured the services of the Department in reference to the oil controversy in California.

Visited Newburgh, N. Y., and was successful in adjusting the strike situation there in the fall of 1920.

Visited Newburgh, N. Y., on two other occasions on account of difficulty existing between the former business agent and the local.

Visited Local No. 177, of Washington, under instructions of the International President.

Visited Schenectady, N. Y., for the purpose of eliminating differences that existed between certain members of Local No. 202.

Attended session of the Metal Trades Department in Washington, relative to the American Locomotive situation.

Attended meeting, New York City, of the Metal Trades Department on account of the wage controversy in the American Locomotive plants. At this meeting there was also perfected a Metal Trades District Council comprising all the plants of the American Locomotive Company.

Visited Baltimore on several occasions in the interest of the members of our organization account of iron workers performing our work.

Also visited the Railroad Lodge of the B. & O. employes, doing welfare work.

Secured through the Labor Department services of the Department in a controversy that existed at Wilmington, N. C., between the Metal Trades and the Newport Ship Co. My understanding is that this matter was later settled satisfactorily.

There was a total of seventy-two grievances handled by this office in the past year.

This office is endeavoring to compile and collect statistics covering boiler explosions and accidents for the benefit of our members who are trying to have adopted in their states a State Boiler Inspection Law. We have also collected all of the laws of the different states now in force for the purpose of trying to render assistance to any committee or any of our members furthering Boiler Inspection Law.

Other numerous items accomplished by this office are not mentioned, but we have rendered miscellaneous service to numbers and numbers of lodges and individual members.

Through the efforts of the different organizations representatives here and the American Federation of Labor, we have instituted an organization of Legislative Rep-

resentatives for the purpose of considering and arriving at understandings between ourselves as to the best policy of offsetting or furthering different legislation. This we found necessary so that there would not be differences of opinion existing between the different representatives. We can say that the meetings of this body are proving successful.

Correspondence

Little Rock, Ark.

Dear Sir and Brother:

Death has removed the following members of Lodge 66 from our midst.

Brother E. E. Trager, who died at the Baptist Hospital, Oct. 4, 1921 Brother John Horan, who died at Hot Springs, Ark., July 2, 1921, and Brother J. A. Love, who passed away at his family residence Sept. 27, 1921.

The members of Lodge 66 extend their sympathy to the sorrowing families and relatives; may God comfort and console them in their great loss—H. A. Taylor, W. M. Reid.

East Boston, Mass.

Dear Sir and Brother:

At the regular meeting of Lodge 585 on Dec. 5th, officers were elected for the ensuing term as follows: President, Brother John H. Hancock; Vice-President, Brother Daniel Higgins; Financial Secretary-Treasurer, Brother Wm. F. Nyhan; Recording and Corresponding-Secretary, Brother Daniel B. McInnes; Board of Trustees, Brothers James J. McCarthy, Herman Kulberg and John E. Andrews; Inspector, Brother John J. Welsh.

Brother Wm. F. Irwin, who had served as president in a creditable manner considering the difficulties he had to labor under was not a candidate for re-election, and neither was Brother John A. Hankard, who has been our faithful and efficient treasurer for several years. As Brother Hankard has removed to Beverly, Mass., about twenty miles from this city he cannot conveniently hold office. The reason for his change of residence was because like a good many more good loyal "Union" men it was practically impossible for him to obtain employment at the contract boiler shops and ship yards of Boston, but unlike a number of other supposed wonderful union men, whose praises have often been sounded, in these columns "Johnny Hankard" is not sulking in his tent, for he will still retain an earnest interest in his organization, but I regret to say that some of the former "leaders" hereabouts, who used to talk unionism night and day, have so far forgotten the debt of gratitude they owe to this union that they have become abnormally absent minded in regard to paying dues and attending the meetings. It is to be hoped that it will not take long

for these "petted sons of fortune" to wake up to the fact that their indifference which is strikingly analogous to criminal negligence, is a big aid to the men, and syndicates that control our line of work and who are moving heaven and earth to exterminate organized labor.

The imbecilic attitude of so many men of our business in the matter of trade unionism is hard to understand. Shall it have to be said of them, too, "Oh if they but knew of the day of their visitation." Let us hope the sluggards will shake off their inertia and reassert their manhood for in their hearts and souls they will know that unity spells strength and prosperity, while division symbolizes weakness and misfortune. Fours fraternally, Daniel McInnes.

Meridian, Miss.

Dear Mr. Casey:

On November 5, 1921, it was the will of our Heavenly Father to remove from our midst into His presence the beloved father of Brother R. C. Evans. We, his fellow brothers of Empire Local 320, extend to Brother Evans and the remaining members of his family our heartfelt sympathy in this their dire extremity and hour of bereavement and do pray that Almighty God will comfort and console the members of the family that they be softened by the knowledge that they will again meet their loved one in a brighter and better world where sorrow and cares are not known. Yours fraternally, B. F. Birdsong, Secy.

Norfolk, Va.

Dear Sir:

I am writing you this letter to ask you if you can in any way help me to locate my late husband's (J. F. Bodey) relatives. He never gave me the name or address of them, except that his brother was called O. P. He at times signed his name Brodey. He died in Quincy, Mass., last June. I have written many letters to places he spoke of, but strange to say though I have waited all this time I have never received an answer to one of them. He had said he was from Missouri, Kansas and Kentucky. I believe his mother is living, by things he said. He was a boiler maker and loved his union best of all. It was about all he seemed to believe in and

caused me to love it, too. I think that his old mother may be grieving over his silence, not knowing he has passed away.

I miss the Journal so. I loved so to read it. Last May was the last one I saw. I have it and looking over it tonight it seems my heart will break as only the day before he died I read it with him. If I was able I would subscribe for it.

Hoping you can help me find his people, and thanking you in advance, I am, Very truly, Mrs. J. F. Bodey.

Cleveland, Ohio.

Brother Casey, Editor:

Kindly insert the following in the next issue of the Journal:

It has pleased the Almighty God in His divine wisdom, to remove from our midst, to the land of everlasting life, and where he



Geo. H. Jackson (Deceased) of Lodge 416, Cleveland, O.

shall know no sorrow or pain, our beloved brother, husband and father, George H. Jackson.

We, his brothers of Liberty Lodge No. 416, do hereby extend our heartfelt sympathy to the bereaved wife and family, and pray that the Almighty God will comfort and guide them in life's great battle.

In the death of Brother Jackson the organization has lost one of the most ardent and faithful workers for the Brotherhood. Brother Jackson was always on the job where work was to be done and never shirked his duty to the order, he being chairman of one of the shop committees and was a great leader. No one ever had cause to complain, always doing someone a kind and generous act, self sacrifice was a second nature to him, always thinking of others and

not of himself, those that were depressed and in trouble are the ones he sought, always giving a helping hand and a kind word.

The following lines can well be contributed as a saying from Brother Jackson:

"As you are now I once was, as I am now you are sure to be, so prepare for death before following me, as I have gone to prepare the way for thee." Fraternally yours, H. E. Kinch, Cor. Secy.

November 18, 1921.

At a regular meeting of the employees of the New York Navy Yard (held under the auspices of the Navy Yard Retirement Association) on Thursday evening, November 17, 1921, at Waverly Hall, Waverly and Myrtle Avenues, Brooklyn, New York, the following resolution was unanimously endorsed:

We respectfully request that you give this resolution your most earnest consideration.

RESOLUTION.

Whereas, The question of disarmament now being discussed in conference in Washington, D. C., which in the event of being successful means the elimination of navy yards, and,

Whereas, The elimination of navy yards means that thousands of employees after many years of faithful and efficient service will be thrown out on the market of unemployment, and

Be It Resolved, That it is the sincere and humane belief of the employees of the New York Navy Yard that Congress should in some way compensate these faithful and efficient employees and the following is respectfully submitted to the House of Congress for their approval:

1st. That all employees of navy yards who have been suspended or discharged through a suspension of such navy yard by the act of disarmament, who have been employed in such navy yard from one to fifteen years, be granted one (1) year's salary.

2nd. That the age provision in the Retirement Act of May 22, 1920, affecting the artisans in the classified civil service, that such age provision be waived or eliminated and such employees suspended or discharged through the suspension of said navy yard, by act of disarmament, be granted the annuity allowed such employees for the period of years employee has served the government.

Before an employee shall be entitled to any of the provisions of this resolution, the employee so affected shall pledge himself that he or she shall be at any time at the call of the government, this will practically create a reserve force of efficient and capable employees who will always be at the command of the government. Respectfully submitted, J. William Wells, Chairman; Francis Black, Secretary; Joseph Richards, Chairman, Board of Directors.

Green River, Wyo.

Dear Sir and Brother:

Enclosed find a photo of a group of boiler-makers and helpers, who were successfully reinstated Oct. 27th, after three days' leisure. This group is employed by the Union Pa-

lace and daughter, Brother and Mrs. G. A. Lloyd, Brother and Mrs. Jack Cole, Brother and Mrs. Jack Helbig, Brother and Mrs. Kirkwood Wallace and sons, Brother and Mrs. Henry Minzenmyer and daughters, Brother and Mrs. J. (Red) Henneberry,



A Group of Members of Lodge 66, Green River, Wyo.

cific Railroad at Green River, Wyo. All are members of Local 664, except one. Reading from left to right: Back row, Fred Kerst, Joseph Wolfe, Marvin Call, Fred Mueller, F. M. Morgan, George Langdon, T. L. Schofield. Front row, left to right—Geo. Davis, F. M. Wageman (General Chairman), Jesse Wolfe, Geo. Stevens, Adolph Schanwandt. I would like to see the photo in the next Journal. Fraternally, Jos. L. Wolfe, Sec'y.-Treas.

San Pedro, Calif.

Dear Sir and Brother:

If possible please insert the following in January's official Journal.

Local 285 of San Pedro and Long Beach, Calif., recently gave a social and dance to members and their families and it was enjoyed by all who attended.

The affair was held at the Point Firmin Library and a more desirable hall could not have been obtained for the occasion. "Dad" Perry was there in full dress and was the kiddies' favorite as he seen to it that all the little ones received their fill of ice cream and cake and other goodies. Hiney Minzenmyer tried to out-do some of the kids by eating nine dishes of ice cream, and Bill Shanteau and Frank Hale said they were the champs when it comes to playing cribbage. Mrs. Hiney Minzenmyer was the lucky lady of the party and received the handsome prize selected by "Dad" Perry, who also had a prize for all the children and the ladies, too.

Among those present were: Brother and Mrs. Wm. Shanteau and daughter, Brother and Mrs. Mel Wolf, Brother and Mrs. Frank Hale and son, Brother and Mrs. Harry Wal-

Brother and Mrs. Frank Reilly, Brother Vazant of Central Labor Council, Brother Jack Perry, San Pedro's favorite, Brother Jules LeClair and Miss Murphy, and many others whose names have slipped the writer's memory.

On departing for their homes, they all hoped to meet again in the near future, having enjoyed the evening and the members will vouch that we will have another good time around the first part of the year. Kirkwood S. Wallace, Sec'y.

Pittsburgh, Pa.

Dear Sir and Bro:

Please publish in the next issue of Journal. It has pleased the Almighty God to remove from our midst our highly esteemed Bro. Peter J. Tanly, and we his brothers extent to his mother and family our heartfelt sympathy and pray that God may comfort and console them in this hour of bereavement. Committee: Tom McManana, Mike McNulty, John B. Cuddy.

A COMMUNICATION FROM INT. SECY.-TREAS. FLYNN.

Correction for Journal.

Wish to make the following correction, regarding the tabulated vote that was published in the November issue of our Journal.

In making up the report the vote of Lodge No. 170 was listed as No. 178. Therefore, the vote on the referendum, relative to the reduction of per capita tax, from No. 170 is fifty-eight (58) votes for and one (1) against, total fifty-nine (59) votes.

JOE FLYNN,
International Secretary-Treasurer.

NO MATTER WHERE YOU GO.

Things are dull in San Francisco—
 On the bum in New Orleans;
 Rather punk in cultured Boston,
 Famed for codfish, pork and beans.
 On the hog in Kansas City;
 Out in Denver things are jarred,
 And they're beefing in Chicago
 That the times are mighty hard.

Not much doing in St. Louis
 It's the same in Baltimore.
 Coin don't rattle in Seattle
 As it did in days of yore.
 Jobs are scarce around Atlanta,
 All through Texas it is still,
 And there's very little stirring
 Around the town of Louisville.

There's a howl from Cincinnati—
 New York City, Brooklyn, too.
 In Milwaukee's foamy limits
 There is very little work to do.
 In the gold-fields of Nevada;
 Down the oil-fields in the South;
 In Alaska's famous fisheries
 It is hard to start.

In the face of all such rumors
 It seems not amiss to say
 That no matter where you're going—
 You had better stay away.
 —By Troy Hassel, better known on the
 A. B. A. as Shin Bone.

Long Beach, Calif.

Dear Sir and Brother:

I am extending to you our National officers and members at large the Greetings of the Season. A Merry Christmas and a Happy New Year. I feel that congratulations are really in order on these facts that despite the most aggressive and determined fight ever made against our craft organization and trades unionism in general, we not only remain intact, but we are even more imbued with that spirit and principle of manliness that defines Freeman the world over.

That our organization is perhaps not as strong numerically as it was a year ago, is not by any means a cause of anxiety but rather a source of congratulation; the men who are with us now are trade unionists by choice and not by chance, voluntary soldiers fighting in a cause that demands equality to all, special privileges to none, the keystone note of our constitutions.

The nobility of our people manifest by their insistence that the principle laid down in the constitution means every soul in our commonwealth and not the few, requires no patent right or Burke's Peerage to confirm that right, all true Americans are stamped with it.

Those opposed to the principles and ideals as defined by Washington, Jefferson and

Lincoln have no right to claim the name of Americans, except by accident of birth. No matter if their names are heralded in "Who's Who" on account of their wealth or his prototype, the climber to whom greed and selfishness have become an obsession, consequently narrowing his mind to one large capital I.

The Trades Unionists are generally fighting the latter type and then they are simply carrying out the ideals of those great champions of Liberty mentioned above, consequently they have every right to believe that their cause is the true American Ideal.

May the splendid work of our leaders and members be carried on in 1922 as in 1921. With that spirit of unselfish devotion heretofore shown; so that by continuous action and determination they may soon see their work rewarded commensurate with the splendid unselfish sacrifices made in the interest of that real Americanism—"The Uplift of Humanity." Respectfully yours,
 Dominic Kane.

Superior, Wis.

Mr. and Mrs. N. Schultek.

Dear Sir and Brother and Family:

We, the members of Lodge No. 319, wish to extend our deepest sympathy in the recent death of your son.

It has pleased the Almighty to remove from the midst of the world a son of our worthy Brother Schultek.

Therefore, we share the sorrow and pray that the Almighty comfort and console him in the future. Remain fraternally yours, R. J. Matushak, Sec'y. L. 319.

Garrett, Ind.

Dear Sir and Brother:

Kindly give the following space in the next issue. The members of Local 79, Garrett, Ind., present this in commemoration of our departed brother Frank Teeters who was a skilled boilermaker and taken from our midst December 12, 1921, and passed to the great beyond. He has been in our ranks several years and was highly esteemed and beloved by all who knew him and we unanimously extend our deepest sympathy to his beloved widow, children and relatives in their hours of sorrow. Fraternally yours,
 John A. Miller, Fin. Sec'y. Local 70.

Bronx, N. Y.

Dear Sir and Brother:

Kindly publish in your January issue a list of officers of Lodge 619 for year of 1922.

President, Bro. J. O'Brien, 950 University Ave., Bronx, N. Y.; Vice-President, Bro. J. Kelly; Treasurer, Bro. D. Otto; Financial Secretary, Bro. D. Diffby; Corresponding Recording Secretary, Bro. W. McAdams, 358 E. 137th St., Bronx, N. Y.; Inspector, Bro. M. Leyden; Trustees, Bros. J. Beers, G. Eagan, J. Cussick. Yours fraternally, W. McAdams.

Decatur, Ill.

As it has been the pleasure of the Almighty God to remove from this life, Brother James Finning, who passed away Dec. 6 at Wabash Hospital, Decatur, Ill., having lived to the age of 70 years; and Brother Finning was in his ripe old age the friend of all his acquaintances and was liked by all who knew him, especially on account of his peculiar characteristics and this lodge extend to the widow their sympathy and be it further resolved, that a copy of these resolutions be sent to the widow and a copy sent to the Journal for publication, and a copy spread on the minutes of No. 447. Committee: Chas J. Younger, Sec'y.

Parsons, Kans.

Dear Sir and Brother:

At their last regular meeting held tonight the members of local Lodge 292 in meeting assembled instructed their secretary to write to you protesting against the printing of such matter as that on pages 450 and 451 of the journal in regards to the suspension of Alexander Howat. Our reason for so doing is that we do not wish to see any one who is as true to the members of his organization and as true to the labor movement as Alexander Howat, put forth as a laughing stock by having it said that they are trying to pose as a hero in order to play to the grandstand, etc.

We believe that Lewis is using politics and endangering his organization because he is afraid that Howat will get his office. We certainly are for Howat in his fight against the Industrial Court and deplore the

fact that our International Organization has done very little against it. * * *

We request that this letter be printed in the journal. Trusting that this will be satisfactory and with best wishes and kindest regards to you personally we are, The Members of Local 292, per N. Walker, Fin. and Cor. Sec'y.

Note by the Editor.

The article referred to was received from the headquarters of the United Mine Workers of America and was sent in for publication. We have in the past when possible extended this courtesy to any of our fellow organizations that requested it and did so in this case. We believe this is the proper course of action and courtesy of the various trade unions, towards each other. In publishing articles of this kind however, the Editor does not assume any responsibility for the matters they may contain, full responsibility is taken by the organization issuing same.

We exceedingly deplore the existence of a factional fight in the ranks of the Mine Workers and hope this will be amicably adjusted at an early date. As outsiders we should not interfere. However, in the meantime we hope the impression that the labor movement is divided in its fight against the Kansas Industrial Court act, will not gain currency, for we have no hesitation in saying we believe all of the labor movement is united in opposition to this Industrial Court act, even though some may have different ideas as the best means of fighting it. —The Editor.

SIDE-LIGHTS ON THE RECENT REFERENDUM VOTE, THE REDUCTION OF DUES. INITIATED BY LOCAL 126 OF WINNIPEG, CANADA, 1921.

Winnipeg, Canada.

We, the members of Local 126, take this opportunity of thanking all members of the organization, for their support and otherwise in the vote just taken and lost according to the constitution.

A few words on the same will come in useful at this time. In the first place, this Local is not against paying high dues, when we know that the increase is being put into the fund to which it belongs, the strike fund. The members who read their Journal each month, and also attend their lodge meetings and hear the financial report read each quarter from the Grand Lodge, and also appeals for assistance from various locals, endorsed by the President, could only come to one conclusion, that the strike fund was not in a position to take care of all calls being made on it.

When we heard the report from our delegates who attended the convention and later seen for ourselves how the increase was to be applied, we as a local took exception to that, and drew up the resolution, which was later submitted to the entire membership for their approval. The result of the vote, while being nearly 3 to 1 in favor, was declared lost, according to the constitution, which shows how absolutely unworkable it is, in the opinion of this local, 10 per cent is quite enough instead of 50 per cent, and it should be the aim of every local to see that their delegates to the next convention are instructed to fight for its elimination, it being more of a hindrance than a help.

It is the custom in the taking of a referendum vote, having for its object a proposition of such importance, to acquaint the membership why they want that change brought about. Having that in mind, this local drew up a letter, which was forwarded to the President asking his permission to circularize all locals and have it published in the Journal. This was sent, but our request was refused, our President didn't consider it necessary as a copy had been sent for publication in the Journal. We think our President exceeded his author-

ity in this respect, as it should have been submitted to the Executive Council. We protested his ruling, but have received no reply.

While the proposition was being submitted to the various locals for their endorsement, we received a letter from the President's office, containing a resolution drawn up and signed by 42 chairmen of Boilermakers in the States, wherein they stated they would do all in their power to urge the members to vote the proposed resolution down. This coming from the President's office, without seal, and only typewritten signatures on it, and more especially when this resolution was drawn up at a convention in Chicago, required an explanation. I wrote to our President, and asked him if he had given his permission for this letter to be sent out, and I received a reply stating he had. According to Sec. 25, lines 1 to 10, inclusive, of the constitution, this is a violation of same, as District Chairmen are only allowed to circularize their own territory. The chairman of the Canadian District didn't have his name on that letter, nor was he there.

In conclusion we would ask the membership to read this over, give it some thought, and ask yourself, if there is not room for improvement, while we take the defeat in good spirits, that is if it can be called a defeat. We intend in the near future to have a comeback.

Now Mr. Editor, I would request that you give this a place in the Journal and in as prominent a place as possible. Yours fraternally, A. D. Adamson, Sec'y. Local 126.

Kansas City, Kas., Dec. 19, 1921.

Officers and Members of All Subordinate Lodges.

Greetings:

The foregoing letter over the signature of the Secretary of Lodge No. 126 of Winnipeg, Canada, dealing with the late referendum introduced by Local No. 126, proposing a reduction in per capita tax, forces the undersigned to make reply, at least to some of the statements contained therein.

I desire to call your attention to a statement contained in the second paragraph:

"This local is not against paying high dues when we know that the increase is being put into the funds to which it belongs."

The foregoing statement would lead one to believe that the resolution introduced by Lodge 126 was for the purpose of rearranging the funds as provided for in the Constitution adopted by the Thirteenth Triennial Convention held in 1920, or, that there was some complaint that the funds were not distributed in the several funds, as provided for by the law. While the resolution introduced by Local No. 126 only proposed a reduction in per capita tax, paid by the membership, of 20 per cent, or, in other words, 25 cents per member per month, and made no reference to any other section or paragraph of the law, except Article 5, Section 2, of the International Lodge Constitution, providing for the reduction of 25 cents per member per month. And, in the face of these facts we leave it to the judgment of the membership as to whether or not the statement above quoted, that this local was not against paying high dues represents the true facts as represented by the resolution submitted, and upon which referendum vote was had.

Second, attention is called to the fact that nearly three to one of the members, who voted were in favor of the resolution introduced by this local, that notwithstanding this the proposition was declared lost. They failed to point out the fact that there was only 19,509 of the membership who thought enough of the proposition to vote either for or against it.

Fault is found with our present referendum law for the reason that it requires at least 50 per cent of the membership in good standing to vote upon a proposition submitted to enact it into a law, and the statement is made, that in the opinion of this local 10 per cent of the membership is quite enough. The position taken by this local is so extremely ridiculous membership should be authorized to enact membership should be authorized to enact legislation through referendum, that in my judgment no argument is needed to convince any fair-minded member of the danger of such a proposition if the time should ever come when legislation could be enacted upon a 10 per cent vote of the membership.

This Brotherhood passed through a period of 10 years under a Constitution which permitted the enactment of laws, and all other matters having to do with the government of the Brotherhood, upon a majority vote of the membership voting at the time, which made it possible for even less than 10 per cent of the total membership to enact laws, or, to determine policies of the Brotherhood, and the older members of this Brotherhood are thoroughly familiar with the condition of the organization as a result of the operation of the laws above referred to.

Your attention is called to the fact that the undersigned declined to endorse the proposed circular letter from Lodge No. 126 with reference to the proposition then being voted on. This statement is correct. The letter that Local No. 126 desired to issue to the membership was published in the Official Journal, and went to each and every member. This, however, was published without the approval or sanction of the officers of the Brotherhood, and I declined to attach my signature or approval to the proposed letter, be-

cause of the effect it would have had upon the membership, for the reason that it would have been quite generally accepted, that, I having placed my signature of approval on the letter that I was in favor of the proposed legislation, and for the reason that in the judgment of the undersigned, the publication of the letter in the Official Journal was quite sufficient to advise the entire membership of the views of the introducers of the resolution.

With reference to this action, protest was filed by Local No. 126 with the Executive Council against the action of the International President. The same was presented to the Council in their annual session from November 7th to November 28th, inclusive, and the following action was taken:

"It was moved and seconded that the International President be commended by the Executive Council, and that his action be sustained and that the appeal of Lodge No. 126 be non concurred in."

Just a word in conclusion with reference to the proposition of this local to reduce per capita and the apparent dissatisfaction as the result of the referendum, as set forth in their letter, and as a matter of information for the membership. A few figures have been compiled as a matter of information showing the membership the amount of benefits returned direct to our individual membership. This tabulation covers a period of 5 years; 1917 up to and including December 16, 1921, and these benefits were limited by reason of the inability of the organization to extend further financial benefits. Yet, in the face of the conditions confronting the organization, the thousands of our members who were involved in industrial controversies, and who were in dire need of financial assistance, we were presented with a resolution proposing a 20 per cent reduction in the revenue of the International, by Lodge No. 126, and now they would lead you to believe that they are in favor of high dues. You will therefore draw your own conclusion as to their statement.

MONEY PAID TO MEMBERSHIP AT LARGE FROM JANUARY 1ST, 1917, TO OCTOBER 1ST, 1921.

	1917	1918	1919	1920	1921	Total
Strike Benefits.....	\$223,630.00	\$ 65,444.00	\$481,165.00	\$ 446,470.00	\$507,135.00	\$1,723,844.00
Death and Disability Benefits	21,950.00	30,250.00	42,100.00	51,650.00	43,158.83	189,108.83
Organizing Expenses.....	43,216.98	84,946.91	104,085.41	79,935.81	45,375.16	357,560.27
Support Business Agent.....	17,050.00	27,850.00	48,009.51	56,475.00	30,712.50	180,097.06
Per Capita, A. F. of L.....	7,364.42	14,330.27	29,385.57	31,974.27	12,047.25	95,101.78
Printing and Supplies.....	9,443.92	33,758.80	32,637.47	19,012.20	16,915.78	111,758.17
Postage	2,366.53	5,588.63	6,568.30	4,212.08	2,841.97	21,677.51
Legal Services.....	633.80	1,949.40	4,944.83	6,521.95	2,635.23	16,685.26
Custom Receipts.....	19.33	167.94	168.46	124.27	31.92	611.92
Donations	2,985.50	2,964.95	20,781.38	912.50	6,771.75	34,416.08
Meal Tickets and Lodging...	67.75	24.00	35.90	7.75	170.00	305.40
Expense of Roster & Journal	13,724.67	45,069.93	88,933.89	88,420.70	37,978.34	279,127.53
Expense of Conventions.....	26,927.46	1,512.50	1,554.30	87,926.82	2,084.50	120,005.58
Purchase and Construction of Brotherhood Block.....				150,000.00	186,346.37	336,346.37
Claims from Fidelity Dept...	278.90	1,100.00	671.79	8.00	399.55	2,458.24
Totals.....	\$374,659.26	\$314,957.33	\$861,041.86	\$1,023,651.35	\$894,593.20	\$3,468,903.00

With best wishes to one and all, and with compliments of the season, I remain,

Fraternally yours,

J. A. FRANKLIN,
International President.

Foreign Correspondence

Newcastle, Australia.

Dear Sir and Brother:

I have to acknowledge receipt of your letter dated September 7 which reached me yesterday, and I am pleased to note that volume two of our Quarterly Report and pamphlet on Unemployment Insurance both reached you safely.

I note that you have not had your Journals bound for the last couple of years, but that you propose to forward me copies of same when this work is renewed.

I regret to learn that trade depression is still very much in evidence in U. S. A., and that wage cuts are the order of the day with your railroads and other business organizations. A somewhat similar depression is be-

ing felt throughout Australia at the present time and a fair percentage of our membership are reported as being unemployed. The employers in the State of New South Wales attribute the depression to the action of the government in reducing the working week from forty-eight to forty-four hours without loss of wages to the employees. There is ample evidence that pressure is being brought to bear by the employers' organizations generally to try and revert to the forty-eight hour week, and there is a general impression in labor circles that a good deal of the depression is being "manufactured" in order to limit the resources of the workers should they feel disposed to try conclusions with their employers.

Our commonwealth government are still hesitating about commencing the construction work on the two 12,500 ton ships which they propose to build at the Cockatoo dock yard at Sydney, New South Wales. We have been engaged for the past two months in endeavoring to draw up piece work logs satisfactory to both parties, for work in connection with these ships, and this unsatisfactory task is now nearing completion, when we hope that a start will at last be made on the hull construction. Our prime minister proposes to make a public announcement respecting our ship building program at an early date, and we are all anxiously awaiting his views on same. He has just recently returned from Great Britain and is no doubt

in possession of the latest information on the costs of ship construction, etc.

I have just received a copy of the Labor Day souvenir from Los Angeles, Calif. This was sent to me by our Brother Dresher and is an excellent production in every way. So far as I am aware nothing of this character has been attempted in Australia.

Under separate cover I am forwarding you a copy of our No. 27 Quarterly Report, which I trust will reach you safely. You will note from the various branch reports therein that unemployment is fairly general throughout Australia.

With best wishes to yourself and comrades and hoping to hear from you again shortly. Yours fraternally, J. O'Toole, General Secretary.

Co-Operation

MILK MONOPOLISTS DEFEATED BY CO-OPERATION.

Co-operators in Minneapolis, Spokane and other Western cities have solved the milk supply problem that is baffling several of the biggest cities of the nation.

Milk is a public utility. Next to air and water, it is the most elemental human necessity. The lives of little children and the health of the entire community depend upon a pure and adequate milk supply. And yet New York City allows itself to be held up by a band of monopolies who would rather doom countless babies to death than abate one jot of their fat profits. The Milk Trust, known as the New York Milk Conference Board, has stopped the milk supply of the whole city in an endeavor to beat down the wages of 12,000 drivers and milk depot employees. These employees from the first offered to arbitrate the wage question, but the Milk Combine has refused all negotiations. Instead, it has bought page advertisements in the New York papers to deceive the people, alleging that it is "acting in the public interest" in slashing wages, although over half the men on strike received less than \$30 a week, and those who earned more often worked as long as 18 hours a day for their overtime. In the face of the most serious milk famine in its history, the City of New York, through its mayor, appealed to the strikers to return to work pending mediation of the controversy. The striking employees agreed to do so, and further offered to deliver milk to all hospitals. Yet the Milk Trust arrogantly rejected the mayor's mediation, and instead capitalized the people's need by demanding as high as 40c a quart for what little milk its strikebreakers could handle. Even this small amount of milk is often a day or two old, and according to the City Health Commissioner, much of it is shamelessly watered. Meanwhile, with children and sick people suffering from a lack of

milk over 100,000 cans of milk have spoiled in the New York railroad yards awaiting delivery.

Cleveland, the fourth largest city of the country, is suffering from a similar but less extensive fight by the milk monopolists to "bust the unions." There the Milk Trust declared a wage slash of \$6.50 a week, which the drivers refused to accept, although offering to arbitrate the matter. The mayor of the city took over one of the large milk depots and used city trucks to distribute milk to the citizens. Whereupon the Milk Trust found a judge who would issue an injunction restricting the city from handling milk, except for hospitals.

Not even the capital of the nation is immune from exploitation by a milk combine, which beats down the price paid the farmer for his product at the same time that it milks the consuming public for the maximum profit. The Congressional committee now investigating the prices charged by milk distributors in the city of Washington have unearthed some huge profits, but have secured no relief for the consuming public.

The western co-operators have solved the milk supply problem by cutting out the middlemen and establishing co-operative creameries for the distribution of milk, cream, and butter direct from the farmer-producer to the city consumer. Less than a year ago the milk combine of Minneapolis declared an arbitrary wage cut such as the drivers of New York and Cleveland are now resisting. The employees organized the Franklin Co-operative Creamery, reduced the price to the consumer to 10c a quart, and at the same time assured the farmers a fair price for their product. The business of this co-operative creamery is growing at the rate of a million dollars a year, and it is now the largest milk distributor in the Twin Cities.

In Spokane the farmers took the lead in breaking the Milk Trust, organized a co-operative distributing company, reduced prices to 10c for a quart of milk or a pint of cream, and forced the private distributors to meet these prices or get out of business.

The manager of the Spokane co-operative distributing company, commenting upon the wage cuts and profits exacted by the milk monopolists in New York and other cities, says: "If the striking milk drivers of those cities would begin the distribution of milk themselves, the trouble would soon be ended." By bitter experience the people have discovered that they cannot trust a private monopoly with the control of a commodity so vital to the public health as is milk. Co-operative control, either by the municipality acting for all the people or by voluntary organization of producers and consumers, is the one safe solution.

Wyoming Workers Plan Co-operative Bank.

During the past week labor representatives from all sections of the state of Wy-

oming met in Cheyenne to lay plans for the establishment of a workers' co-operative bank. The delegates by unanimous vote decided to start such a bank in order to take the workers' money out of the hands of labor's enemies and bring it under their own control. A large number of farmers expressed a desire to assist organized labor in this co-operative enterprise. The location of the bank has not yet been determined, but the workers are energetically proceeding with arrangements for its organization.

Farmers to Erect Million Dollar Co-operative Grain Elevator.

The Equity Co-operative Exchange, the great farmers' co-operative wheat marketing organization of the northwest, has completed plans for the building of a \$1,000,000 grain elevator at the Chicago terminal. Several strong farmers organizations are pushing the sale of stock for this co-operative enterprise, so that it may be constructed in time to handle next season's grain crop.

REMARKABLE PROGRESS OF COOPERATION IN DENMARK.

The report of the United Corporation of Danish Co-operative Societies for the past year, is a record of co-operative achievement, which justifies Denmark's claim as the first co-operative commonwealth of Europe. Over one-half of the 600,000 households of the country are now united in the various co-operative societies, 252,659 families having representation in the rural societies and 64,341 in the town co-operatives. Coupled with this rapid growth in membership has gone an increase in business, the money turn-over of the societies increasing 35 per cent in one year to a total of 203,400,000 kroner in 1920. On this business a net saving of 5 per cent was effected for the co-operators, who took a cash dividend of 3 per cent and put the balance, 12,200,000 kr., into a reserve fund, a depreciation and expense fund, and a guarantee fund against fall in prices. In addition, the co-operators own a stock on hand valued at nearly 30,000,000 kr., and an actual working capital of 26,000,000 kr., in the wholesale society alone.

The Danish Co-operative Wholesale Society manufactures or handles almost every conceivable article that the members can want. Besides the general line of groceries, clothing, and hardware, the Wholesale owns factories for the manufacture of coffee, chocolate, cocoa, confectionery, tobacco and cigars, soap, margarine, cord and

rope, chemical products, technical instruments, bicycles, hosiery, textiles, and clothing, besides a lumber department and a number of experiment farms for the scientific production of all kinds of agricultural seeds, which are sold to the farmers with a high quality guarantee.

In addition to the consumers' societies, the Danish farmers have developed specialized co-operative societies for the production and sale of butter, cheese, eggs, condensed and dried milk, potatoes, pork, cattle, and other farm products. These societies also serve the farmers in the co-operative purchase of coal, fertilizer, fodder, and farm implements.

Back of all these various co-operative enterprises, binding them together and giving them powerful financial support, is the co-operative banking system of the country, beginning with the small credit unions for farmers and workers and culminating in the great central co-operative bank of Copenhagen, the Danish Andels Bank, one of the strongest financial institutions in Europe, whose magnificent building occupies a whole city block.

The splendid achievements of the Danish co-operators prove that it is possible to run the industries and the commerce of a country on the basis of service rather than profit, for the good of all rather than for the enrichment of a favored few.

News of General Interest

WOULD HOLD AN INTERNATIONAL ECONOMICAL CONFERENCE.

Washington, Dec. 11.—An International Economic Conference, to be invited by the Government of the United States is

called for by the General Committee on the Limitation of Armament, in a resolution of the Governing Board, made

public here today. The proposed Economic Conference will be as vital to the commercial and industrial relations of the nations of the world as the present Disarmament Conference is to their political and diplomatic relations. It will be equally momentous in ushering in a new era of peaceful and friendly adjustment of international problems, and will be of the greatest consequence in removing economic barriers and consequent misunderstanding, such as, in the past, have led to war. Its need is based upon the present uncertainty of world production and instability of world markets.

There is not a business or laboring man in America who will not be helped by an International Economic Conference, the Committee believes. Its call can be assured, they are confident, if the country cries aloud for it at this time and the voice of the people is expressed through the "amplifier" of the platform, pulpit, and press.

The General Committee on the Limitation of Armament is a citizens' body, with Samuel Gompers and Oscar S. Straus as Honorary Chairmen, and a Governing Board of thirty members, representative of every phase of our national life. Its headquarters are at 1319 F Street, and its membership is recruited from every state. Its Statement of Purpose proclaims its belief in disarmament, recurring conferences among the nations, and America's participation in some "organic and continuing relationship" of nations.

The resolutions of the Governing Board, proposing America's call for the International Economic Conference follows:

"WHEREAS it is apparent that the work of the international conference on limitation of armaments inevitably leads back to basic economic conditions which can be altered little, if any, by political arrangements, and

"WHEREAS we are convinced that valuable and praiseworthy as it is, the work of the present international conference in Washington can be only a beginning in the solution of world problems which are finally economic in character; and

"WHEREAS there is every good reason to believe that further international conferences are in prospect; be it

"RESOLVED that the General Committee on the Limitation of Armament urges upon the United States and upon other nations the immediate and pressing necessity for an international economic conference to meet and deal with those problems which can be dealt with in no other way; and be it further

"RESOLVED that we adopt the following as a statement of reasons for this conviction:

"Governments and political arrangements between governments may transfer wealth, but they cannot create wealth, hence to deal solely with political issues cannot produce of itself either the fundamental con-

structive thought or the basic economic readjustment necessary to world stability. The radical and progressive proposal for the reduction of naval expenditures for destructive equipment can be viewed only as a magnificent initial step which is likely to prove futile if not followed as it logically should be by a fearless dealing with the economic aspect of world relations.

"It is vital that the credit of European communities be restored and made stable, and this cannot be done until economic order is restored.

"It has been stated semi-officially that arrangements for an international financial conference have been considered and partly perfected. The insufficiency of a conference, representing financial interests only, must be obvious to those who have given thought to the subject, as such a conference would not be competent and would not have the authority to deal with those questions which are of most vital moment.

"The paramount need is to start the wheels of industry and to restore the world of agriculture to its full productiveness. Commodities which maintain accepted standards of life must be produced in normal manner and quantity as the basis for stable credit and stable rates of exchange. It is vital that there be made such international adjustments as will not only promote but will stimulate economic growth and stability. Every factor in the world's economic life must be adequately represented."

Membership in the Governing Board includes the Executive Officers of the Committee: Samuel Gompers, Oscar S. Straus, Darwin P. Kingsley, Otto T. Mallery, Mrs. A. C. Watkins and William H. Short, and the following representatives: John Barrett, Stephen Tyng Mather, Vernon Kellogg, Bishop W. F. McDowell, Frank W. Morrison and Rev. E. O. Watson, of Washington; Morris L. Cooke and George W. Norris, of Philadelphia; Walter Farwell, Miss Ida M. Tarbell, George W. Wickersham, and Rabbi Stephen S. Wise, of New York; Edward A. Filene, of Boston; John P. Frey, of Cincinnati; Mrs. Gifford Pinchot, of Milford, Pa.; Herbert Quick, of Berkeley Springs, W. Va.; Raymond B. Stevens, of Lisbon, N. H.; Miss M. Carey Thomas, of Bryn Mawr, Pa.; William English Walling, of Greenwich, Conn.; Matthew Woll, of Chicago, and Mrs. Thomas G. Winter, of Minneapolis.

The General Committee believes there is urgent necessity for the people of America to let the President and the American Delegates at the International Disarmament Conference know that they are ready to back them in whatever world agreements may be deemed essential to the preservation of friendly international relations and the perpetuation of world peace. A battalion of speakers, under the chairmanship of Bishop McDowell, is ready to take the platform, immediately, to carry this message into every village and city of the nation, and to awake public opinion to concerted and effective

action. More than 1,000 speakers volunteered to speak for the General Committee, within the first week after the appeal was issued.

Any city or organization will be supplied with a speaker, upon notifying the Speakers Bureau, General Committee on the Limitation of Armament, 1319 F street, Washington. The first call for a speaker came to the Bureau from the Maryland State Grange, for a meeting to be held December 13 at

Cambridge, Md. Speakers are available for any state, the director of the Bureau stated today. They represent many callings of life, and can be adapted to any audience or group. In order to get an immediate expression of public opinion regarding the international issues which the nation faces today, the General Committee is asking each audience, before whom a speaker appears, to state their endorsement of America's participation in further world agreements.

SELF CONTROL AND ITS RELATION TO SAFETY ON THE RAILROADS.

By Thomas P. Dwyer.

(Boilermaker, M. and St. L. Railway, Minneapolis, Minnesota.)

Self Control, is very wise, while your working through the day,
As it leads you on to safety, that should have the right of way.

Otherwise, if you get hurt, or some one hurt through you,

There's no one, but yourself to blame, when cautioned what to do.

That is, to think of Safety, first, last, and all the time

It never breeds an accident upon a railway line.

It saves the train from wreck, then fire, and death, in burning flame

And leaves, no cause for damage suit, to try and shift the blame.

Control yourself, throughout the week, through every month and year

So that Safety, is the watchword, throughout your whole career.

It protects you, from those cuts and scars, and from the Doctor bills

While countless, are the victims, that the careless wound and kills

Then why, take any chances, where there is so much at stake?

Apply the rule, of Safety first, before it is too late.

It saves, both loss of eyes, and limbs, and often saves the life

That would leave, the orphan children, and the broken hearted wife.

Those lines, may seem pathetic, but we cannot go too deep,

Because, through lack of Safety first, there are many thousand weep.

And you, can help to stop it all, Just control yourself and say,

I'll take the rule, of Safety first, and hurt no one today.

And keep it up, tomorrow—then there's no more bruise to mend

For tomorrow, let me tell you, like the world—it has no end.

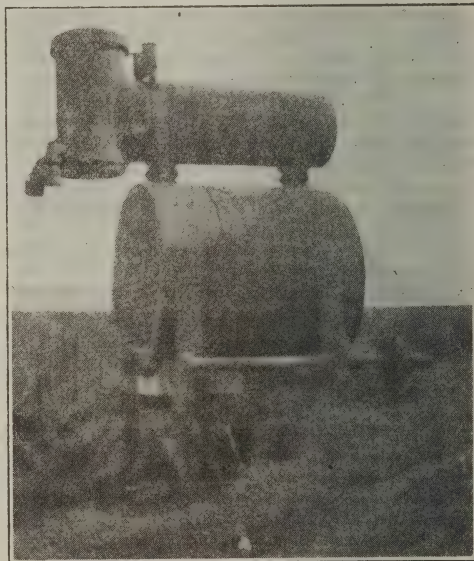
But there is an end, to poetry, as common sense will do,

For all, to practice, Safety First, so now it's up to you.

Men progress by helping one another.
Patronize the union label, card and button.

AN OLD HISTORIC BOILER.

We herewith reproduce a cut of an old historical boiler, now mounted in the Park at Portland, Ore. It was taken from the steamer "Beaver," built in 1834-5 and was the first steamer to cross the Atlantic to America, and was afterwards sold to the



An Old Historical Boiler.

Hudson Bay Company for use on the Pacific Ocean and later wrecked and sunk in the waters of that ocean on the shores of the United States.

The boiler was built by Bowlton & Watt, the latter was the discoverer of steam power. The engine for this steamer was made by Stephenson, who built the first locomotive. The steamer was wrecked and sunk in 1888 and raised in 1906.

Co-operation is the method of all human progress. When spending money look for the union label, card and button.

Our Members Should Support Labor

Every indication points to the fact that the new year is to be one of tremendously important developments.

This applies with especial force to the workers, who are faced with a situation that, conservatively stated, is of such serious import that it cannot safely be ignored.

Organized greed seems determined to force labor as far back as possible. It hopes to accomplish this at this time because the economic situation is favorable to their campaign. Of more importance, however, is the disordered and confused state of the popular mind. The public has been so fed up on propaganda that it seems entirely unable to approach questions that concern workers from another angle than that of those who are trying to subjugate them.

This journal has in the past had considerable to say about LABOR, the Official Washington Newspaper of the 16 Standard Organizations of Railway Employees, and is again impelled to bring to the attention of its readers the great service being rendered by that publication in correcting the biased state of mind that has been formed by hostile propagandists.

LABOR is each week fighting valiantly against the haters and baters of workers, giving to its readers the information they must have if they are to successfully compete with those who are working against their cause.

This publication is published without profit. It knows no cause but that of the toilers. It is not subject to any influence but that of justice and truth. It is the workers' own paper, just as much as the clothes they wear are their own clothes.

Recently one of the transportation brotherhoods subscribed for its entire membership in the United States and Canada. Thousands of members of other crafts and many non-workers are reading LABOR. It is doing an inestimable service, but its work is limited by its circulation. It should have a million readers—it should, indeed, be read by every member of organized labor, for his own benefit.

May we suggest that you start the New Year right by subscribing for LABOR—your paper? It will keep you posted on events as they happen. It will furnish you the correct slant on Labor matters. It will expose those who seek unfair advantage at the expense of the workers. It will assist you to a better understanding of your own problems and how to meet them.

What You Read Is What You Are

Make no mistake about that: You may imagine that you can read lying propaganda day after day without being influenced by it—but you will be dead wrong if you do! You cannot take your propaganda or leave it alone. Sooner or later it is going to get you, unless you safeguard yourself with the necessary antidote. The influence of propaganda is accumulative. Little by little, day by day, it seeps in and chloroforms the mind. As constant dropping of water wears the stone, so the constant, continued dropping of propaganda upon the human consciousness colors it, shapes it and forces it to action. If workers have lost anything of value during the last two years, it is because of the bitter and unjust treatment they have received from the daily press, the periodicals controlled by employers, the engulfing stream of lies that have flowed out from propaganda mills until truth has been fairly inundated. There is no sign of an abatement of this subtle attack upon workers. They are now facing the most crucial period of the entire labor movement. If they are wise, they will take a leaf out of their enemies' book and do a little propagandizing in their own behalf. For their own protection, they should be readers of publications that tell the truth and struggle for social and economic justice. Every worker in this country should be a regular reader of

LABOR

It is published by the workers for workers. It accepts no advertisements and expects no profit. It has but one reason for existence—to tell the truth, to put the workers' case before the public, to counteract as far as possible the misinformation that is disseminated by those who would reduce toilers to the status of slaves.

Subscribe for LABOR today, using the coupon.

LABOR, Machinists Bldg., Washington, D. C.

I desire to become a regular reader of LABOR and send herewith \$2.00, covering a year's subscription.

Name

Street and No.

Town or City State.....

I am a member of.....

Make money orders and checks payable to Treasurer, LABOR.

RAILROADS RAIDED PUBLIC TREASURY FOR HUNDREDS OF MILLIONS OF DOLLARS UNDER CUMMINS-ESCH LAW.

To Replace Outworn Equipment and for Maintenance, Structures and Ways—Inflated Wage Increase in 1920 By \$1,250,000,000—Net Railroad Revenues Increase Rapidly With Increased Wages—But Freight Rates Remain at Almost Peak Level.

The culminative evidence which Dr. Frank J. Warne, noted economist and statistician, has presented during the past few days to the Senate Committee on Interstate Commerce on behalf of the transportation group of railway brotherhoods, has thrown to the four winds the claims of efficiency and honesty made by railroad officials and representatives regarding their operation of the railroads under the Cummins-Esch Law. Dr. Warne showed that in 1920 the railroads received operating income which gave them between 4 per cent and 5 per cent on their highly inflated property investment accounts, although witnesses for the railroads testified they had received only $\frac{1}{2}$ of 1 per cent; he showed that the rate was much higher than between 4 per cent and 5 per cent on the smaller amount of capital account actually invested by the railroads and, including the government guarantee, their receipts amounted to a return of about 6 per cent. Dr. Warne showed the inevitable results of the Cummins-Esch law, which was endorsed by the American Farm Bureau Federation, the National Grange, the National Farmers' Union, and three smaller farm organizations. The average monthly revenue for the railroads for the first six months under Federal control and operation was \$422,300,000, and for the first six months of private operation and government guarantee the average monthly revenue was \$482,500,000, so that the average monthly revenue under private operation with a guarantee, was \$60,200,000 more than under Federal control and operation. For the second six months of Federal control with a guarantee, the average monthly revenues were \$471,200,000, and for the six months of private operation without the guarantee they were \$546,200,000, an average monthly difference in favor of private operation with no guarantee of \$75,000,000, or at the rate of \$900,000,000 for the year.

The average monthly expenses for the first six months of Federal control and operation from March to August, 1919, were only \$353,800,000; and for the six months of operation under guarantee from March to August, 1920, they were \$489,300,000, an average monthly excess for the period of private operation under Government guarantee amounting to \$135,500,000, or at the rate of \$1,626,000,000 a year. During Dr. Warne's testimony he further showed that the very month the Government guarantee under private operation ended, the railroads jumped from a deficit of \$123,900,000 to a clear net return of \$104,700,000, the total gain in one month amounting to \$228,600,000.

While the guarantee was in effect the railroads, under private operation, had an average monthly deficit in revenue of \$6,

800,000, but during the six months of private operation without the guarantee the average monthly revenue exceeded \$66,000,000 net. In May, 1921, claims against the Railroad Administration were estimated to amount to \$1,250,000,000.

Roads' Equipment Bad When the Government Took Them Over.

Dr. Warne showed that in the 1917 advance rate case railway officials themselves, who were seeking rate increases of approximately \$58,000,000 annually, claimed a condition of "deferred" maintenance as one of their strongest arguments for rate increases. Mr. George Stuart Patterson, General Counsel in the rate case of the Eastern carriers, testified that "deferred maintenance" at that time was becoming a "matter of very serious concern." Partly on similar grounds Eastern roads secured from the Commission in 1916 rate increases approximating \$100,000,000 annually. Dr. Warne also quoted from the testimony of Mr. Daniel Willard, President of the Baltimore and Ohio, to the effect that "the carriers have just gone through one of the hardest winters ever experienced, from which they had come out worse than when they went in," and that there was in 1917 a "lowered standard of equipment and property."

How Railroad Looted Treasury Under Cummins-Esch Law.

The very first month the Federal control ended but Federal guarantee continued, the total maintenance expenses of the railroads moved upward, increasing each month until August, 1920, the last month of Federal guarantee, it amounted to \$320,000,000, an increase during the period of \$135,000,000, or 73 per cent. The very first month the Government guarantee ended, expenditures for maintenance dropped to \$229,000,000, a decrease of 39 per cent. Similarly, expenditures for way and structures fell promptly after the Government guarantee ended.

By including the salaries of general and division officials, who numbered 22,000, and whose annual salaries exceeded in 1920 \$92,000,000, not including railway officials temporarily identified with and paid by the United States Railroad Administration during the period of Federal control, the railroads made their wage compensation to employes appear much greater. These salaries increased in four years since 1916 by \$39,000,000, which is about one-fourth of the total reduction in freight rates granted since the increase in 1920, and the average increase in the annual salary of each of these officers during these four years was \$8,000. This increase of \$39,000,000 to the officials of the railroads was charged up to the wages of railway employees.

Plums to Railroad Officials.

Dr. Warne quoted the report of the Interstate Commerce Commission on the Chicago, Rock Island and Pacific Railroad, showing that the Vice-President, J. E. Gorman, had been paid an additional \$18,750, making his total annual salary \$43,750, while the payroll showed only \$25,000. General Solicitor R. E. Jackson was given \$100,000 in cash upon his retirement. Vice-President C. H. Warren was paid \$50,000 in cash and \$225,000 par value of the stock of the New Jersey Company. When the capital stock of the Chicago, Rock Island and Pacific Company was increased, shares to the par value of \$880,500 were placed by resolution of the Executive Committee in the name of the President to be disposed of at par "for the benefit of such officers of the company as the President shall elect and determine." These contributions were in addition to the annual salaries of the officials which range from \$32,000 to \$75,000.

Railroads Inflate Wage Increases in 1920 by \$1,250,000,000.

Dr. Warne mentioned the following items with respect to wage payments which he said should be excluded in considering the wages actually paid railway employees, although the railroad officials often include them:

Annual salaries of general and division officers exceeding in amount \$92,000,000 in 1920, and representing an increase of more than \$39,000,000 over 1916.

Compensation to employees engaged in new construction work estimated in 1920 at \$370,000,000, which properly should be charged to capital account and not to operating expenses.

Compensation paid to employees of affiliated and owned companies other than transportation, to employees of "merger" or consolidated roads in 1920 which was not included in previous years, to employees of the United States Railroad Administration who returned in 1920 to their former positions with the railway corporations, and to larger numbers of employees made necessary by increases in volume of traffic, which totaled over \$550,000,000 in 1920, in which year the number of employees exceeded those of 1915 by 694,000, not a penny of which additional compensation was increases in wages.

Total compensation of \$32,000,000 paid by 98 railroads, representing mileage in excess

of 6,500 miles, which became Class I roads in 1920 through their increased operating revenues exceeding \$1,000,000, and which are included in the railroad witnesses' figures for 1920 and not for earlier years.

Increased compensation resulting from employment in later years of increased traffic of larger numbers of the more skilled employees in relation to lower paid unskilled workers.

Total overtime payments and increases in overtime which economically are not wage increases but represent the purchase at a higher rate of more man hours, reaching \$275,000,000 in 1920.

Retroactive wage awards included in 1920 operating expenses which more correctly are charges against the expenses of preceding years.

Total wages in 1920 to employees in traffic, publicity, advertising, legal, and industrial departments whose activities were discontinued during Federal control.

Net Railroad Revenues Increase Rapidly with Higher Wages.

In May, 1920, railroad revenues were \$145,000,000 greater than compensation paid; in June \$176,000,000 greater; in July, \$193,000,000 greater; in August, \$206,000,000; in September, \$273,000,000 greater; and in October, \$311,000,000 greater. The public received very little benefit from these tremendously large earnings of the railroads, and there was no reduction in freight rates until long after the railroads had piled up these net revenues, and until there was an insistent demand from one end of the country to the other for reduction in freight rates, which were crushing agriculture, and all other legitimate business.

Railroads' Revenue More Than Sufficient.

Dr. Warne stated that he accepted the principles of economics enunciated by the Interstate Commerce Commission that the test is whether the net return on value of property devoted to transportation is sufficient, and asserted that the railroads' revenues over a period of years, averaging the so-called lean years with the good years, "are amply sufficient to pay the standard of wages prevailing prior to the 1921 reduction by the United States Railroad Labor Board, to meet all other legitimate expenses of operation, and at the same time to have a net income sufficient to pay a handsome return upon all the capital that is actually invested in the transportation industry."

IMPORTANT ANNOUNCEMENT BY SECRETARY OF THE TREASURY REGARDING NEW PEACE TIME SAVING SYSTEM.

Statement by Secretary Mellon.

The Treasury Department offers for sale to the public, beginning December 15, 1921, a new issue of Treasury Savings Certificates in denominations of \$25, \$100, and \$1,000 (maturity value). The new certificates are issued on a discount basis, as in the past, but are offered for sale at flat issue prices

instead of at prices which increase from month to month. The prices for the new issue, until further notice, will be as follows: \$20 for the \$25 certificate, \$80 for the \$100 certificate, and \$800 for the \$1,000 certificate.

The certificates mature five years from

the date of issue in each case, instead of at a uniform maturity date, and if held to maturity yield interest at the rate of about $4\frac{1}{2}$ per cent per annum compounded semi-annually. The certificates are redeemed before maturity at the redemption values stated on the backs of the certificates, upon presentation and surrender to the Treasury Department, Washington, and in that event yield interest at the rate of about $3\frac{1}{2}$ per cent per annum compounded semi-annually. The \$25 certificate bears the portrait head of Theodore Roosevelt, the \$100 certificate that of Washington, and the \$1,000 certificate that of Lincoln. The new certificates are issued only in registered form, in order to afford protection against loss or theft, and will be recorded on the books of the Treasury Department in Washington. The name and address of the owner and the date of issue will be inscribed on each certificate by the issuing agent at the time of issue. The terms of the certificates have been much simplified as compared with previous issues, and the offering is on a basis which should prove particularly attractive to small investors.

The limit of holdings has been increased by the Act of Congress, approved November 23, 1921, from \$1,000 to \$5,000, and it is now possible therefore to hold Treasury (War) Savings Certificates of any one series up to an aggregate maturity value not exceeding \$5,000. This change makes the certificates attractive for the investment of trust funds and the surplus funds of labor, fraternal, church and similar organizations which seek an investment of intermediate length, with absolute safety and a satisfactory income return.

The new certificates are on sale at about 4,000 post offices throughout the country beginning December 15, 1921, and may also be obtained at the Federal Reserve Banks and such banks and other agencies as may qualify for the purpose.

Treasury Savings Stamps in the \$1 denomination, non-interest bearing, will continue on sale at post office and other agencies until further notice, as a convenience to those who wish to accumulate the purchase price of the new certificates through stamps.

The new offering means that Postal Savings and Treasury Savings activities have now become coordinated into one peacetime savings program, under which the Post Office Department and the Treasury will join to advance Postal Savings for the deposit of savings and Treasury Savings Certificates for investment. The consolidation of Postal Savings and Treasury Savings facilities into a single Government Savings system preserves and improves the best features of each. The plan is designed to stimulate the accumulation of savings by accepting deposits in amounts of \$1 or more through the Postal Savings banks which are being conducted in the post offices, and to encourage investment by offering Treasury Savings Certificates on more attractive

terms, in convenient denominations, both for direct sale and on conversion of Postal Savings deposits. In order that Government Savings facilities may be available throughout the country, the Post Office Department is now extending Postal Savings to many additional post offices, and the new issue of Treasury Savings Certificates has already been distributed to several thousand post offices. The sale will gradually be extended to other post offices as the demand broadens. Postal Savings deposits may be exchanged at Postal Savings offices for Treasury Savings Certificates, and interest will be allowed on deposits withdrawn for this purpose at the current Postal Savings rate for each full month up to the first day of the month in which the exchange is made.

The small war-time Treasury Securities, comprising the 25 cent Thrift Stamp and the \$5 War-Savings Stamp, are accordingly being discontinued, effective December 31, 1921, but the Thrift Stamps outstanding will be accepted at face value for the new Treasury Savings Securities, or will be redeemed at face value in cash at post offices. The main reliance for the accumulation of small savings for investment in Treasury Savings Certificates will henceforth be Postal Savings deposits, and now that special provision has been made for the conversion of these deposits, the Government has a unified and effective Savings system, with the 10 cent Postal Savings Stamp, Postal Savings deposits from \$1 upwards, and \$1 Treasury Savings Stamp and the \$25, \$100 and \$1,000 Treasury Savings Certificates.

In undertaking this movement for peacetime savings the Government looks forward with confidence to the renewed co-operation of all helpful agencies. There can be no question about the need for saving, nor of this country's capacity to save. By offering a uniform and comprehensive means of accumulating and investing money, the Government hopes to furnish an incentive for saving, to encourage savings and investment in Government securities, and at the same time to stimulate savings activities generally. An active response to the Government's Savings movement should accomplish three main objects: It will aid the Government in the current financing of its requirements; it will make for greater national prosperity; and it will increase the personal happiness and individual welfare of those who save.

In its savings activities in the past, the Government has received the hearty support of many agencies and organizations interested in savings, including the American Federation of Labor, industries and other employers, teachers, bankers, postmasters and public officials throughout the country. With their continued co-operation, the unified Government Savings program will be assured of success.

Government Loan Organization, 120 Broadway, New York City, No. 172-A.

A Compilation of Labor News

By the A. F. of L. News Service.

SETTING BASIC WAGE DEGRADES WAGE EARNERS.

Sydney, New South Wales, Australia.—The government policy of setting a basic wage for workers is the subject of this scathing editorial by the Australian Worker:

"Have you ever taken a good, square look at the process of fixing wages? Has it ever struck you how ignominious it is—what a degradation of human dignity it is?"

"A solemn tribunal sits and hears evidence. Men and women take the witness stand and testify that so much bread, butter and beef is required to keep a human being alive; that sugar and milk are also necessary in certain quantities; and that clothes on the back and a roof above the head are considered indispensable in civilized countries, to which the blessings of Christianity have spread, though the clothes need only be shabby and the roof not altogether sound.

"Then these witnesses are examined to show that a human being can be kept alive on smaller quantities of bread, butter and beef, and that the amount of sugar and milk required has been exaggerated; and women are badgered about the quality of the stockings they wear, and the price they pay for their corsets.

"Articles of underwear and overwear are brought before the tribunal and subjected

to a searching inspection, with the object of ascertaining whether something inferior is not good enough for the working class.

"Inquiries are also made as to the number of children women bear on the average, and the statement that they bear two and one-half children is warmly denied, and statistics are produced to prove that one child and three-quarters is all they are entitled to claim support for.

"After days and weeks of this inquisitorial procedure, the tribunal adds up what it will cost to buy the quantities of bread, butter, beef, sugar, milk, potatoes and tinned fish that are requisite to keep a human being alive, multiplies the result by the average family, adds something for a small supply of shoddy clothes and a roof with not too many holes in it, and—that's the basic wage!

"When prices increase, the wage goes up in a strictly arithmetical proportion; when prices fall, down comes the wage as well.

"No provision is made for the betterment of working class conditions. The workers' status in life is not to improve. They are to remain forever the drudges of the rich, just getting enough to eat and drink so long as they are able to toil, and when they are sick or unemployed, scraping through existence God knows how."

WOMEN'S LAWS ENDANGERED

Washington.—Some officers and members of the national woman's party oppose legislation for women, wage earners and the party itself has never taken a stand on the question.

The "equal rights" amendment to the federal constitution, urged by the woman's party, would annul all legislation that protects women wage earners, or would accomplish the same result by subjecting these laws to long litigation.

The above points are made by the women's committee on industrial legislation, representing nine organizations of women, who oppose the amendment, which is as follows:

"No political, civil or legal disabilities or inequalities on account of sex, or on account of marriage, unless applying to both sexes, shall exist within the United States or any place subject to their jurisdiction."

In an open letter to Miss Alice Paul and associate officers of the national woman's party, Miss Ethel Smith, legislative secretary of the national women's trade union league, says:

"You have declined to accept any responsibility for the results of your amendment should it interfere with these laws.

"You have stated that some of your execu-

BY "EQUAL RIGHTS" SCHEME.

tive board and part of your membership do oppose these laws.

"By declining to state to us your own personal position on that point you imply opposition, because we are informed that to others you have said that these laws should go.

"By rejecting suggested drafts of your amendment which contained a proviso protecting the law regulating employment conditions of women, in favor of a draft which, lawyers say, will endanger them, you have implied that you do not care to protect them.

"We ask the national woman's party to declare itself on this issue, because we believe the women of the country who have secured the passage of the social welfare laws are entitled to this information in forming their opinions as to the desirability of your proposed amendment."

Jackson H. Ralston, the well known attorney and economist of this city, has declared that the proposed amendment would jeopardize all women's labor legislation, and "would affect our social economy in many ways not now appreciated."

This situation again reminds trade unionists that vote hunters generally keep in mind their economic interests.

PRESIDENT'S LABOR POLICY WOULD ESTABLISH SLAVERY.

Congressman Huddleston.

Washington.—“I wonder if the president remembers the thirteenth amendment to the constitution?

“I wonder if he knows that slavery is forbidden in America?

“I wonder if he realizes for what principle all the blood was shed in the civil war?

“Is he trying to turn back the stream of time and bring back into this country the day of the manacle, when serfs will be made to work at the dictates of their master?

“Are we to establish in this professedly democratic country an autocracy of employers of labor?

The above questions were asked by Congressman Huddleston of Alabama in a spirited attack on that portion of President Harding's message to congress in which he expressed sympathy for “can't-strike” legislation.

“And what does the president mean—analyze the language in which it is framed,” continued the law maker. “It need no emphasis from me. It is as clear as words can make it that the policy of the administration does not contemplate mediation nor mere arbitration courts, such as the railroad labor board, but has in view labor tribunals such as the Kansas industrial court.

“It means courts with power to stand over the men who toil and say to them, ‘You will not quit your job. Your occupation is charged with a public interest and you shall continue to labor for such wages as we shall decide are fair and just. You shall not strike before having your disputes decided by us.’ It means a policy on the part of this administration which will take away the right that working men in this country have had to decide their own affairs for themselves.

REJECTED BY POSTAL HEAD LABOR COMMODITY THEORY.

Washington.—One of the hardest raps that a government official ever gave Garyism and Burlinsonism is found in the first annual report of Postmaster General Hays, who serves notice on governmental and private autocrats that the postoffice department will not be a model slave pen.

“We are away in the postoffice service from any idea that labor is a commodity,” he says.

“To treat a postal employe as a mere commodity in the labor market is not only wicked from a humanitarian standpoint, but it is foolish and short-sighted even from a business standpoint.

“An employe, who is conscious that he is regarded as a mere commodity, will do enough to ‘get by’ and keeps his job until he finds another, and he will do no more. He contributes nothing to the morale of the organization; the chances are, in fact, there will be no morale to which to contribute.

“It means that men will be thrown into jails who dare to strike without asking the permission of some court created by congress and composed of the appointees of the present administration.

“It has remained for the chief executive of this nation to recommend a policy toward men who labor beyond comparison with any government in the world.

“As between workers and employers, fights can never be altogether fair fights. Each side in a labor fight has different things at stake. With an employer it is a matter, perhaps, of some more bank shares or a finer home; perhaps a marble palace instead of one of brick. It is merely a matter of another limousine or another cluster of jewels for his wife and another aigrette in her bonnet. It is merely a matter of profits from his plant. Oh, it is not such an awfully important matter with the employer. But with the man who toils, his bread is at stake.

“The struggle between the employer and employe can never be a fair fight. One has in the scale only a question of profits. The other has the means of existence for his wife and children at stake.

“Such a fight can never be a fair fight, yet when conditions are even fairly equal, when there is a measure of prosperity, then you may have a certain admiration for the hard-handed employer who goes down into a fight with his employe.

“Oh, we all love a fair fight. But what about hitting a man when he is down? What about hitting the worker when his hands are tied. What about hitting the workers when they are walking the streets, ragged and starving? And how about the working man's wife and children, for whom he is responsible and who are dependent upon him?”

He grouches and passes on his grouch. Feeling that he is ill-treated by his government he does his work badly, that soon everybody is growling at the mail service and at the government. A postal employe, on the other hand, who is regarded as a human being, whose welfare is important to his fellows, high and low, in the national postal organization, is bound to do his work with a courage, a zest, and a thoroughness which no money alone can buy. The security he feels he passes on to the men and women he serves. Instead of a distrust of his government, he radiates confidence in it.”

The postmaster general presents this direct rebuke to the slave ideals of his predecessor:

“When we took hold of the administration of the postal service, seeking for some point of application in an earnest desire quickly to improve the service, we looked at the

relation that existed between the employees and the department. It seemed that there was the field in which the greatest progress might be made in the shortest time.

"That honest and efficient labor should

have a voice in these phases of the management of a business which concerns working conditions and a living wage commensurate with the value of the service is but common justice."

RECORDS ARE IGNORED BY RAILROAD MANAGER.

Akron, Ohio.—In defending the anti-union policy of the Pennsylvania railroad in a speech before the local chamber of commerce, Vice-President Atterbury of that railroad overlooked certain admissions made by his railroad to the railroad labor board.

He said "there is no effort to proscribe union labor on the Pennsylvania system."

In its decision in the case of this railroad versus its organized shop crafts, in which it set aside the vote to establish a company "union," the railroad labor board said:

"The carrier had no more right to undertake to assume control of the selection of the representatives of the employees than the employees would have had to supervise the naming of the representatives of the carrier, for the (Cummins-Esch) statute plainly provides that the employees shall 'designate and authorize their representatives.'"

In defending his company "union," Mr. Atterbury said: "Out of approximately 176,000

employees interested and affected by rules covering working conditions, 117,000, or 66.5 percent of them have, by vote or otherwise, as a result of conference with them, expressed a desire to negotiate rules and working conditions through employee representatives."

Here is what the railroad labor board said:

"As evidence of the fact that no real test of the choice of the employees has been had, the carrier in its own presentation to this board admits that, exclusive of the Altoona shops, only 3,480 men voted, out of 33,104 (shop men) entitled to vote for the alleged representatives who are now negotiating rules. In other words only 10.5 percent of these employees are represented in these negotiations, and 89.5 percent are virtually disfranchised. This is the big, outstanding uncontroverted fact presented in this case, and undoubtedly the law presents a remedy for such a wrong."

"OPEN" SHOP ADVOCATE FRANKLY UNFOLDS PLAN.

New York.—The frankest and clearest exposition of the so-called "open" shop that has been made by any of its advocates can be credited to Paul R. Ramp, foundry superintendent of the Advance-Rumely Company, Battle Creek, Mich.

Mr. Ramp writes in the Iron Age, current issue. This magazine is circulated among business men, rather than Mr. Average Citizen, who is supposed to be scenery when anti-unionists stage their well-known drama, "Our Liberty Is Menaced by Organized Labor."

The Battle Creek man makes no attempt to fool himself or his readers. He tells business men that the "open" shop means no collective bargaining; that the employer is absolute dictator of wages and working conditions, and that it is never safe to employ a "considerable sprinkling of union men."

Iron founders are warned that the establishment of the anti-union shop is a costly venture, as it is necessary to "break in" unskilled workers, thereby implying that the Iron Moulders' union has the skilled workers.

"Some times," he says, "it becomes necessary to discharge a man because he complains about a price on his work in order to discourage any disposition on the part of the men to try to get fair prices raised.

"Now that you have an 'open' shop, and you are your own shop committee and your own business agent, you must establish your own methods of making piece work prices, and not at any time allow the old-time plan of negotiating with the molder for a lower price prevail. Such actions lead to discus-

sions among your men on what should be paid, and discussion leads to collective bargaining."

This is a straight-from-the-shoulder hint that when employers want to reduce wages they should reduce them, and not make the mistake of talking the matter over with employees, as this might lead to united action by these workers.

Where a worker is dissatisfied with wages, Mr. Ramp suggests:

"He (the worker) needs your help at this time, just as much as he required it in the beginning, and you must use strenuous efforts to get him lined up, or you will be obliged to discharge him. Take him in the office and convince him that he is only in the primary department of the business, and that he is of no special value to you; that he needs you more than you need him.

"You can finally settle with him by giving him a certain task to do and agree that when he can do this task satisfactorily you will pay him more. You are losing nothing and are helping him to realize that he has a great deal more to learn; and as he goes at the work laid out for him his mental condition will gradually change and you have a good man who will give you no more trouble.

"An 'open shop' is never safe with a considerable sprinkling of union men in it. There is always the great danger of the shop being quietly organized."

Mr. Ramp's blunt statements are a refreshing change from the sob stuff used by other flint-hearts who would conceal their autocracy by silly appeals to the flag.

"CAN'T-STRIKE" LAW IS SUGGESTED IN THE PRESIDENT'S ANNUAL MESSAGE.

Incorporation of Trade Unions Also Favored by Nation's Executive—President Gompers Quotes History Against 400-Year-Old Plan.

Washington.—In his message to congress, President Harding recognizes the right of labor to organize and be represented by agents of its own choosing—with the two important provisos that strikes be regulated by law and trade unions be incorporated.

He said there should be established "judicial or quasi-judicial tribunals for the consideration and determination of all disputes which menace the public welfare."

This statement is in line with declarations made last August by Attorney General Daugherty before the convention of the American Bar Association in Cincinnati. At that time the president's legal adviser favored compulsory jurisdiction over industrial disputes so that "we will have a more intelligent basis upon which to enact compulsory legislation upon this subject."

In recommending to congress that trade unions be incorporated, President Harding said:

"In the case of the corporation which en-

joys the privilege of limited liability of stockholders, particularly when engaged in the public service, it is recognized that the outside public has a large concern which must be protected; and so we provide regulations, restrictions and in some case detailed supervision. Likewise in the case of labor organizations, we might well apply similar and equally well-defined principles of regulation and supervision in order to conserve the public's interest as affected by their operations."

In a public statement on this portion of the chief executive's message, President Gompers said that the recommendations revert back to conditions 400 years ago when English courts "determined the wages of the workers and prohibited them from asking for more or for employers from paying more than the court's decision and to condemn men to compulsory servitude and slavery if they resented in any way the decisions of these courts."

POLITE PICKETING WANTED BY FEDERAL SUPREME COURT.

Washington.—Only polite picketing will hereafter be recognized by the United States Supreme Court, which suggests one picket at each factory gate—a hint that will hardly be overlooked by injunction judges.

Where a worker on strike persists in telling his story of injustice to a strikebreaker, this is "likely to savor of intimidation" and can be enjoined, says the court, because "we are a social people," and picketing, when carried to the point of "importunity" is unjustifiable.

This parlor procedure for wage workers who daily risk their lives in the wild whirlpool of industry was announced by Chief Justice Taft in the famous Granite City (Ill.) boycott case, which has been before the supreme court for nearly five years.

The case was based on an injunction issued by Federal Judge Humphrey (Illinois district) who held that there is no such thing as peaceful picketing and that the Tri-City central trades council, composed of unions in Granite City, Madison and Venice, is an unlawful combination.

In sustaining the injunction, with modifications, Chief Justice Taft took occasion to discuss the general question of picketing and to reaffirm his well-known views on the power of injunction judges.

The court held, in effect, that picketing is lawful when under the direction of an equity court, and that every case must be decided on its own merits. He suggested that one picket to each factory entrance is sufficient, and that all other strikers can be enjoined from congregating at the plant or in the neighboring streets by which access is to be had to the plant.

Justice Taft said that Section 20 of the Clayton Act, which gives workers the right to picket in a peaceful manner, is "merely declaratory of what was the best practice (of courts) always."

Judge Humphrey's injunction was issued on complaint of the American steel foundries, a New Jersey corporation, doing business in Granite City. In November, 1913, the plant closed down and reopened the following April with wage reductions of from 2 to 9 cents an hour. A committee from the central body asked the company to arbitrate the wage cuts, but this was refused and the men struck. The injunction followed. The court of appeals reversed Judge Humphrey and the company carried the case to the supreme court.

More and more, disease is being cured before it begins, says the U. S. Public Health Service. Typhus, which drove Napoleon from Moscow and destroyed his army, is now being wiped out by soap and hot water. Smallpox, once classed with measles as a deadly but inevitable child's disease, is being ended with tiny tubes of vaccine. Lead poisoning in potteries is being marginally checked by the workmen eating outside their workrooms and washing the lead glaze off their hands before eating at all. Children by thousands are being saved from slow starvation by attention to their teeth, which enables them to eat and to digest their food. Wherever modern public health work is in progress, lives are longer and safer than they were.

RATES ARE GUARANTEED.

Washington.—The boldest railroad propaganda is the claim that the Cummins-Esch Act does not guarantee railroads a fixed return on their investment, and that the law simply calls for a "fair return."

In refuting this repeated statement Senator Kendrick quoted from a recent decision by the Interstate Commerce Commission, which ruled in effect, that regardless of the language of the act, the intent is clear that rates are authorized to net 5½ percent, with an additional ½ percent for improvements.

"We have no discretion," said the commission, referring to the mandate that the 5½ percent and ½ percent shall be applied.

The senator said that the Interstate Commerce Commission was established to protect the public from the extortions of rail-

roads, but under the Cummins-Esch Act the commission "has been required to ignore and disregard entirely the rights of the shipper."

"It is true that 5 or 6 percent can not be called a high rate of income, if based on a fair valuation. The case against the guaranty clause is clear. It is fundamentally unsound, because a law which lays a tax upon all industry for the benefit of one is indefensible from any point of view.

"Not in a generation has the West been in a more critical position than it is today, and I have no hesitancy in saying that the high freight rates caused by this guaranty clause contribute the factor which more than any other one thing is preventing readjustment. There can be no 'return to normalcy' while industry as a whole is laboring under this unjustifiable tax."

"PITTSBURGH PLUS" SHOWS TRUST'S POWER.

Chicago.—Low-wage advocates are still insisting that workers reduce their income a few pennies an hour and thereby reduce their living standard and their purchasing power, but no mention is made of "Pittsburgh plus," which is added to every pound of steel by the steel trust.

"Pittsburgh plus" means that a steel manufacturer must add to every ton of steel he sells the freight cost of the steel from Pittsburgh. Millions of dollars are annually filched from the people through this system.

Outside of Pittsburgh, the three largest steel producing centers are Chicago, Birmingham and Duluth. The three latter cities are known as low-cost centers, mainly because of their proximity to the raw material. To enable the high-cost plants in Pittsburgh to operate the trust has evolved its "Pitts-

burgh plus" scheme, which it enforces because of its control of the raw material and its financial power.

Under this system, if a Chicago contractor buys steel at a local mill, he is also charged the freight rate on the steel from Pittsburgh. If the price of bars at Pittsburgh is \$50 a ton, and the freight rate is \$7.50 a ton, he is charged \$57.50. If a Birmingham contractor buys a ton of plates from a Birmingham mill, and the Pittsburgh price \$50 and the freight rate to Birmingham is \$12.50, he must pay \$62.50.

The federal trade commission has opposed this holdup on industry, as has state legislatures, manufacturers, contractors, farmers and shippers, but the steel trust is more powerful than all these.

HIGH LIVING COSTS NOT CAUSED BY TAXES.

Washington.—The excess profits tax nor the income tax are responsible for the high cost of living, said Senator Jones of New Mexico, who quoted this portion of the United States war industries board's "History of Prices During the War."

"During the war prices rose less in England and the United States, which imposed heavy excess profits, than in France, Germany and other countries which used the tax with less vigor or not at all."

Senator Jones also quoted this statement by Dr. Adams, tax expert in the federal treasury department:

"In this country the movement of prices have borne no intelligible relation to the excess profits tax. Prices rose more in the 12 months preceding the adoption of the excess profits tax. The same is true of uncontrolled prices."

"I submit," said Senator Jones, "that the excess profits tax or other income tax had absolutely nothing to do with the increased cost of living. The manufacturers would have charged the prices, anyway."

He pointed out that the war industries board permitted the commodities under its control to be sold at a price which would permit high cost concerns to make profits, while the low cost concerns enjoyed this added advantage.

"But the commodities which were not controlled," said Senator Jones, "mounted higher and higher, showing that in the business world during that time of stress there was no conscience which would put a limit upon the price which manufacturers would charge for their commodities; that they would charge as high prices as they could get."

"RADICALS" NOT RADICALS.

New York.—People who call themselves "radical" are in no sense radical, says Max D. Danish, editor of Justice, official magazine of the International Ladies' Garment Workers' union. The labor editor says he intends showing in the near future that "our so-called radicals are, in more than one way, more backward in the realm of free thinking and searching for the truth than some conservatives.

"We shall prove that their 'radicalism' is of the petrified, moss-grown variety, and that they live, breathe and act only in accord with a formally consecrated 'code of conduct,' from which they dare not deviate a hair's breadth.

"Of course we do not speak here of the quasi-radical, of the fellow who merely cloaks himself in a mantle of radicalism to cover up his or her personal ambitions or cravings. We speak of the earnest variety, of those who believe in what they speak or write, those who are far more dangerous than the first species and who are likely to exercise a certain amount of influence, in a narrow way, and cause some injury to the labor movement."

WEEKS WANTS "BIG STICK."

Washington.—Secretary of War Weeks has made a mess of things by his recent New York speech in which he condemned the senate farm bloc and called for a return of the "big stick" to replace present policies in the senate and house.

The farm bloc has kicked over party traces, much to the consternation of managers of both parties. The spirit behind the farm bloc is non-partisan, but this is distasteful to the party worshipper—and also to special privilege, with its constant warning that group legislation is "un-American."

The farm bloc has been condemned by "our best citizens," and at a meeting of insurance presidents in New York, Secretary Weeks took a whirl at educating senators from the agricultural states.

The result was unexpected. Instead of receiving their chastisement with due humility, these lawmakers are mad clear through.

The situation is distressing to old line politicians of both parties.

WORKERS MUST BACK LABOR PAPERS.

London, England.—"If labor had a press half as extensive as the press of its enemies, they would stand very little chance in the fight with us," said John R. Clynes, labor member of Parliament, and British food controller during the war.

"We can be beaten in the house of commons' lobbies, in the streets, in the council chambers of a hundred towns and cities because the press exerts enormous influence and goes far to check the advance of labor, despite the justice and the strength of our claims.

"The present price is a heavy handicap

in the race with the capitalist newspapers and every member of the movement, whatever be his degree or shade of opinion on questions of policy, should come to the rescue of a paper which in turn can be made a tremendous instrument for the liberation of labor."—Exchange.

NEW EXECUTIVE BODY FOR BRITISH CONGRESS.

London.—The recent Cardiff convention of the British Trades Union Congress made a radical change in the executive functions of the congress. The parliamentary committee has been discontinued. This committee served as an executive council for the congress in legislative and industrial matters. The general staff, with somewhat broader powers, has taken its place. It will consist of 32 members, divided into six sections, representing 18 trade groups, and has been created with the purpose of bringing about a fusion of closely related groups in industry. Among its duties are co-ordinating industrial action when taken by affiliated unions, maintaining fraternal relations with the labor movement of other countries, adjusting inter-union disputes, assisting trade unions in the work of organization and carrying on propaganda with a view to strengthening the labor movement.

LIVING COSTS ALARM.

New York.—High rents and other increased living costs has junked the propaganda that high wages is responsible for high prices.

One information service for contractors and builders tells its patrons that "the turn in the cost of living will make radical wage reductions in building labor an unsafe element to figure on."

Secretary of Agriculture Wallace reports that the farmer is receiving less for his products, considering the purchasing power of his dollar, than ever before. Wages have been hammered down, in many instances, to almost a pre-war level, but living costs refuse to sustain the claim that "high" wages are responsible for high living costs.

The opening of wards in general hospitals to tuberculous patients will, says the U. S. Public Health Service, be of enormous benefit not only to the two million declared victims of the disease in the United States, but also to thousands of others in whom the disease is still easily suppressible. Many of these fear the stigma of an avowed tuberculosis hospital, and put off going to it until recovery has become long and difficult. In a general hospital they could be easily placed in separate wards so as to protect other patients and the diagnosis of their disease kept private.

Be particular—demand the union label, shop card and working button.

INEFFICIENCY DUE LARGELY TO IMPERFECT SIGHT.

From the Eye Sight Conservation Council of America, Times Building, New York City.

In a careful examination of ten thousand industrial and commercial workers, active in their work and supposedly in good condition, fifty-three per cent showed defective vision uncorrected. It is an absolute fact that many employes are accused of inefficiency and carelessness when it is entirely a matter of imperfect vision.

The motion picture camera is made in imitation of the eye. The better the condition of the lens and the better the illumination of the object, the better the result of the photographers effort. Just so with the more perfect instrument, the eye. It be-

hooves every one to see that his eyes are kept in good condition and free from eye-strain coming from defects which may be corrected by glasses, or the strain due to improper lighting.

A concerted effort is being made by the U. S. Public Health Service and the National Park Service, to make the National Parks of the United States safe and sanitary for the vast numbers of Americans who have recently taken to touring them. Before the war, when tourists were fewer and most of them traveled on stage lines and stayed at park hotels, the sanitary problem was simple. Since the war, however, the great majority travel in automobiles and camp out, enormously complicating all health matters.

In Memoriam

MEMBERS.

Scott Evans, member of Lodge 184, Harrisburg, Pa., died Nov. 26, 1921.

Bro. E. E. Trager, member of Lodge 66, Little Rock, Ark., died Oct. 4, 1921.

Bro. John Horan, member of Lodge 66, Little Rock, Ark., died July 2, 1921.

Bro. J. W. Love, member of Lodge 66, Little Rock, Ark., died Sept. 27, 1921.

Bro. James Finning, member of Lodge 447, Decatur, Ill., died Dec. 6, 1921, age 70.

Bro. Peter J. Tanly, member of Lodge 154, Pittsburgh, Pa., died recently.

Bro. George H. Jackson, member of Lodge 416, Cleveland, O., died recently.

Bro. Frank Teeters, member of Lodge 79, Garrett, Ind., died Dec. 12, 1921.

RELATIVE OF MEMBERS.

J. W. Strickland, father of Bro. Jas. D. V. Holman Strickland, member of Lodge 100, died Nov. 15, 1921.

Mother of Bro. Jos. Hatheley, member of Lodge 232, San Bernardino, Calif., died recently.

J. C. Villian, father of Bro. D. J. Villian, member of Lodge 80, Anaconda, Mont., died Nov. 18, 1921.

Son of Bro. Michael Penrose, member of Lodge 232, San Bernardino, Calif., died recently.

Father of Bro. R. C. Evans, member of Lodge 320, Meridian, Miss., died recently.

Son of Bro. Schultek, member of Lodge 319, Superior, Wis., died recently.

Mrs. Lon Smith, wife of Bro. Lon Smith, member of Lodge 619, Bronx 619, died recently at Patterson, N. Y.

Lodge Notices

LODGE NOTICE.

Meiers—Lodge 738.

Any Secretary taking up the card of Edward Meiers, Reg. No. 150386, will please hold same and notify the undersigned, as this brother left here owing \$3.00 borrowed money to Brother Alva Shelley.—C. G. Hartel, S., L. 738.

Fowler—Lodge 101.

Any Secretary taking up the card of Brother J. F. Fowler, Reg. No. 360412, will please hold same and notify the undersigned as he left here some time ago owing borrowed money.—Roy Evans, S., L. 101.

Lost Card and Receipts—Cranshaw.

John Cranshaw, Reg. No. 46941, Lodge

101, reports the loss of his withdrawal card, dated February 28, 1921, and receipts. Anyone finding same please return to Roy Evans, S., L. 101.

Kantney—Lodge 576.

Any Secretary taking up the card of J. B. Kantney, Reg. No. 93508, will please hold same and notify the undersigned, as this brother left here owing \$25.00 borrowed money from another brother.—W. D. Talley, S., L. 876.

Settlement Made—Shaughnesay.

Brother M. Shaughnesay, Reg. No. 103532, has paid all claims against him by this Lodge.—J. E. Sturges, S., L. 82.

Settlement Made—Jones.

Brother O. C. Jones has made complete settlement with Rawlins, Local 101.—Roy Evans, S., L. 101.

Harvish—Lodge 416.

Any Secretary taking up the card of Joseph Harvish, Reg. No. 337433, will please hold same and notify the undersigned, as this brother borrowed \$25.00 from Local 416, giving a three months' note, which was due on November 1st, and which remains unpaid.—H. E. Kinch, C. R. S., L. 416.

Taylor—Lodge 723.

Any Secretary taking up the card of L. B. Taylor, Reg. No. 329026, will please hold same and notify the undersigned, as this brother owes \$2.10 to Local No. 723.—W. F. Reardon, S., L. 723.

Inglelew—Lodge 650.

Any Secretary taking up the card of Brother Arthur Inglelew, Reg. No. 396012, will please hold and correspond with me, as this brother left owing bills to the amount of \$140.—M. J. Mayer, S., L. 650.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.**Vollmer—Lodge 227.**

Any Secretary taking up the card of Alb. Vollmer, Reg. No. 124688, will please hold same and notify the undersigned as this brother left owing a bill amounting to \$10.00 which two other members stood good for and had to pay. Walter Pasko, Sec'y., Lodge 227. July Journal.

Burke—Lodge 736.

All Secretaries having an application for reinstatement of Wm. Burke, Reg. No. 76847, please hold same and correspond with the undersigned, as he left here owing \$200.00 borrowed money and was suspended for non-payment of dues.—A. B. Lehman, Sec'y., Lodge 736. July Journal.

McNeal—Lodge 261.

This is to give notice to all Secretaries that the card of Floyd McNeal, Reg. No. 278516, is being held by the B. A. of Lodge 261, for non-payment of money borrowed. By action of Lodge 261. David Glick, B. A. July Journal.

Berger—Lodge 32.

Any Secretary holding the card of Brother O. A. Berger, Reg. No. 356590, will hold same until this brother pays for a pass from Kansas City, Mo., to Falls City, Nebr., which he received from Lodge 32 in April.—W. E. Dwyer, Sec'y., Lodge 32. July Journal.

Armstrong—Lodge 449.

Any Secretary taking up the card of G. W. Armstrong, Reg. No. 273127, will please hold same and correspond with the undersigned, as this brother left here owing a bill.—P. T. Bawdon, Sec'y., L. 449. August Journal.

Whisenaut—Lodge 567.

This is to notify Secretaries that T. R. Whisenaut, Reg. No. 288790, has no clearance card. Was suspended for non-payment of dues, and still owes Lodge 567 \$6.00 borrowed money, besides various other amounts.—Lem Arnold, Cor. & Fin. Sec'y., Lodge 567.

De Vere—Lodge 285.

Robert De Vere, Reg. No. 219868, former financial secretary of Local 285, left this vicinity with a shortage of \$66.77 charged against him, dues he had collected but had failed to turn in. Any Secretary taking up his card will please hold same and correspond with K. S. Wallace, Sec'y., Lodge 285, Long Beach, Calif. July Journal.

C. B. Duncan—Lodge 664.

Any Secretary taking up the card of brother C. B. Duncan, Reg. No. 171898, please hold same and correspond with the undersigned, as this brother left here owing the Local \$25.00 borrowed money. Jos. L. Wolf, Sec'y., Lodge 664.

Walsh—Lodge 244.

Any Local taking up Clearance Card of Phillip Walsh, Reg. No. 261044, please notify Local 244, Sioux City, Ia., or Grand Lodge, as this brother changed dates on card deposited here from March, 1920, to March, 1921. Frank Crumby, C. S. October Journal.

Rotter—Lodge 46.

Any Secretary taking up the card of J. C. Rotter, Reg. No. 12845, will please hold same and communicate with the undersigned, as this brother was found short of about \$150 while officiating as Financial Secretary for this local.—Tony Accardo, Cor. Sec'y., L. 46, Cheyenne, Wyo. October Journal.

Williams—Lodge 37.

Any Secretary taking up the card of J. N. Williams, Reg. No. 278281, kindly hold same and correspond with the Secretary of Local 37, as this brother left here owing a bill for board to the amount of \$18.43.—B. J. Schreiner, C. F. S., L. 37. November Journal.

Scott—Lodge 496.

Any one knowing the whereabouts of W. G. Scott, Reg. No. 334449, will please notify the undersigned, as he left here without a clearance card and stands suspended for non-payment of dues. M. C. Dumbly, Sec'y., Local 496. November Journal.

Walker—Lodge 556.

W. M. Walker, Reg. No. 36455, on April 15th, came before Local 556 with a hard luck story and borrowed \$25.00 on his card. This local is still holding his card, as Brother Walker left here and has never been heard from since. Any Secretary knowing of his whereabouts please notify J. A. Fulfer, Sec'y., L. 556. November Journal.

Etzweiler—Lodge 496.

Any one knowing the present whereabouts of Harry Etzweiler, Reg. No. 40715, will please notify the undersigned, as he left here without card and owing several bills. His wife, now at Moody, Tex., is also anxious to hear from him. The last seen or heard of him was when he accompanied his wife to Kansas City to put her on train for Moody. M. C. Dumbly, Sec'y., Local 496. November Journal.

Doyle and Dembosky—Lodge 556.

J. J. Doyle and Joe Dembosky left here owing their room rent. Any Secretary knowing of their whereabouts please have them correspond with J. F. Fulfer, Sec'y., L. 556. November Journal.

White—Lodge 669.

Chas. L. White, Register No. 122019, cashed a check here amounting to \$20.00. A member of this lodge indorsed it for him, and later received a notice that the check was refused payment. Any Secretary taking up this card please hold same and correspond with C. E. Crouch, S., L. 669. December Journal.

Wells Et Als—Lodge 32.

Shirley D. Wells, Register No. 401873, left here owing a board bill of some \$65.00. Lodge 4 collected \$16.00 of the bill and released his card. Understand that he is in California.

C. A. Berger, Register No. 350590, made out a wrong pass application, that Lodge 32 had to pay for.

A. J. Ray, Register No. 84077, left Kansas City owing borrowed money and laundry bill to the amount of \$11.90.

Frank Parsons, Register No. 120587, left Kansas City owing a board bill amounting to \$38.00. Brother Secretaries, see that these bills are collected before these parties get their cards. W. E. Dwyer, S., L. 32. December Journal.

Fitzgerald and Gill—Lodge 90.

Harry G. Fitzgerald, Register No. 414265, left here owing the Local funds that were the proceeds of a dance given by Local 90, to the amount of \$18.00, and other bills he made in Independence, Mo. This brother also owes a brother of Local 90, \$13.00 borrowed money. C. E. Gill, Register No. 379068, suspended September 30, 1921, left here owing a grocery bill to the amount of \$70.00 and \$25.00 borrowed money from Local 90, which is unpaid. Any Secretary knowing the whereabouts of these men, please hold card and correspond with G. C. McCoy, Sec'y., Lodge 90. December Journal.

Poetical Selections

LET'S GO!

When America's "Best" had a big job to do.
They did not ask why, where, nor whimper;
they knew
That they were expected to see the job
through;
So they said, "Let's Go!"

When American boys are competing at
sport,
They care not for records their 'ponents re-
port;
They practice to win, and their only retort
Is, "Come on! Let's Go!"

When American women were after the vote,
They struggled until they had each solon's
goat,
And jammed the bill through, and they did
it, you'll note,
With the spirit, "Let's Go!"

He who'd win in the all-around way is the
man
Who honestly serves and gives all that he
can;
Who helps other men to unfold their life's
plan
By leading and saying, "Let's Go!"

So will that nation rise to a life that will
last,
Whose people will only forget the dark past
And join other nations in trade 'fore the
mast
And say to each other, "Let's Go!"

Yes, American men, there is big work to do,
If world leaders you'd be and see the job
through;
Get busy with business, this slogan's for
you—
Now, say altogether, "Let's Go!"
—Jimmie Heron, in Forbes Magazine
(N. Y.).

—AND A MAN!

Who plays to win—but on the square—
Will move along Life's Thoroughfare,
The peer of Princes. For this sort
Shall ever be in good report
Among brave fellows everywhere.
What though he gain no riches rare?
Friends he shall have who do not court
His wealth, but only seek to share
The love and faith he has to spare
Who plays to win—but on the square.

He shall have heart and strength to bear
The battle with defeat, despair,
And be the conflict long or short,
He shall be, to the end, a Sport;
Who plays to win—but on the square!
—Berton Braley in Forbes Magazine
(N. Y.)

IN THE SWEET HERE AND NOW.

Come on and be saved!
The evangelists cry;
Let all sinners prepare
For the sweet bye and bye!
But the workers are also
Concerned as to how
They can decently live—
In the sweet here and now.

If all were receiving
Just treatment today,
They would feel more contented—
More willing to pray.
Those who handle the hammer,
The spade and the plow,
Desire a square deal—
In the sweet here and now.

While a sweat shop remains
In this fair land of ours,
Where child labor's exploited
Each day too long hours,
There's much work to be done,
That's a fact, you'll allow,
To make happy their lives—
In the sweet here and now.

There's no taxes to pay
In the realm up above,
The evangelists say
It's all glory and love.
That may be very true,
But there's many who vow
They would like to "get theirs"—
In the sweet here and now.

THOMAS H. WEST.

A COWARD'S PART.

That pale word "neutral" sits becomingly
On lips of weaklings.
But the men whose brains
Find fuel in their blood, the men whose
minds
Hold sympathetic converse with their hearts,
Such men are never neutral. The word
stands
Unsexed and impotent in realms of speech.
When mighty problems face a startled
world
No virile man is neutral. Right or wrong,
His thoughts go forth, assertive, unafraid
To stand by his convictions, and to do
His part in shaping issues to an end.
Silence may guard the door of useless words
At dictate of Discretion; but to stand
Without opinions in a world which needs
Constructive thinking is a coward's part!
—Ella Wheeler Wilcox.

Patent medicines bought at drug stores or
through advertisements do not cure ven-
ereal diseases. They often do more harm
than good.

Smiles

Obituary Notice.

Mr. Lot O. Jobs died at his home very suddenly after a lingering illness. The doctor described the deceased complaint as hardtimes. Both of the deceased's children are suffering with the same malady. The youngest, Mr. High Wages, the favorite of the entire family, is reported to be very low. Hopes for the recovery of Mr. Eight Hours was given up by Dr. Nonunion Man when the patient breathed his last. The nurse, Miss Join D. Union, accuses the doctor of being a quack and blames the death of one patient and the serious condition of the other on him. Miss Previous Experience, the maiden aunt member of the family, it is expected, will call in a specialist, most likely Prof. Organized Labor, to save the youngest member.—Ex.

While a reporter was telephoning his story from Sing Sing, a convict hammering on the floor made it hard for the reporter to hear.

"Would you mind stopping for a few minutes?" asked the newspaper man.

"All right, boss," said the convict, "go to it. I got twenty years to finish this job."—Exchange.

"Say," said the man, as he entered the clothing store. "I bought this suit here less than two weeks ago and it is rusty looking already."

"Well," replied the clothing dealer, "I guaranteed it to wear like iron, didn't I?"—Exchange.

"Did you buy that ninety dollar hat you were raving over?"

"Yes."

"What did your husband think of it?"

"Why—er—he raved over it, too."—Boston Globe.

What Made Father Sore.

A village girl eloped in her father's clothes. The next day the local paper came out with an account of the elopement, headed, "Flees in Father's Pants."—Ladies' Home Journal.

"Go away from me," said the fashionably dressed lady to the street beggar. "I wouldn't have you touch me for ten dollars."

"I was only goin' to touch you for a nickel, lady," was the reply.—Washington Star.

"Paw, what is the difference between capital and labor?"

"Well, the money you lend represents capital, and getting it back represents labor, my son."

A man from the North was driving in Florida when an alligator slid across the road in front of him.

"Sam, what was that?" he asked the negro driver.

"That's an alligator, boss."

A little farther along, as they were skirting a bayou, the man saw something out in the water making a great fuss, swishing and splashing.

"Sam, what is that?" he asked again.

"Another alligator, boss."

"Why, Sam, is an alligator an amphibious animal?"

"What's that, boss?"

"I say, is the alligator an amphibious animal?"

"Yaas, sah, he'll eat a white man jest the same as a nigger."—Exchange.

Inquiring Son—Papa, what is reason?

Fond Parent—Reason, my boy, is that which enables a man to determine what is right.

Inquiring Son—And what is instinct?

Fond Parent—Instinct is that which tells a woman she is right whether she is or not.—Ex.

They Go Together.—"The rapidly increasing divorce rate," remarked the wit, "indicates that America is indeed becoming the land of the free."

"Yes," replied his prosaic friend, "but the continued marriage rate suggests that it is still the home of the brave."—The American Legion Weekly.

Bloke—Who was that fellow you talked to so long on the corner?

Soak—He was my old barkeeper.

Bloke—What did he say?

Soak—He said, "No."—Carnegie Tech. Puppet.

Plain Signs.

"What does it mean when they throw an egg at an actor, pa?"

"It means that they want him to beat it."

"Wot's the good o' goin' back? We shall only have to strike again."

"Well, 'ow the 'ell are yer goin' to strike again if yer don't go back?"—London Mail.

epithet and an epitaph?"

"One is applied to a man before he is dead, and the other after, my son."—Exchange.

WAITERS' SLANG.

"Mutton broth in a hurry," says the customer. "Baabaa in the rain! Make him run!" shouts the waiter.

"Beefsteak and onions," says the customer. "John Bull! Make him a ginny!" shouts the waiter.

"Where's my baked potatoes?" asks a customer. "Mrs. Murphy in a sealskin coat!" shouts the waiter.

"Two fried eggs. Don't fry 'em too hard," says a customer. "Adam and Eve in the garden! Leave their eyes open," shouts the waiter.

"Poached eggs on toast," says the customer.

"Bride and groom on a raft in the middle of the ocean!" shouts the waiter.

"Chicken croquets," says the customer.

"Fowl ball!" shouts the waiter.

"Hash," says the customer. "Gentleman wants to take a chance!" shouts the waiter.

"I'll have hash, too," says the next customer. "Another sport!" shouts the waiter.

"Glass of milk," says a customer. "Let it rain!" shouts the waiter.

"Frankfurters and sauerkraut, good and hot," says a customer. "Fido, Shep and a bale of hay!" shouts the waiter, "and let em sizzle!"—Exchange.

HAD A GOOD IDEA, ALL RIGHT.

A little boy who had to be on the train over night slept in an upper berth in the sleeping car. In the night he awakened and sat up.

"Do you know where you are, Bobby?" asked his mother.

"Course I do," answered Bobby, promptly. "I'm in the top drawer."

Spellbound.

"Why don't you go on writing my speech?" said the orator.

"I am spellbound," replied his typist.

"Has my eloquence such an effect?"

"Yes, sir. I never worked for a man who used so many words I can't spell."—Boston Transcript.

It Pays to Advertise—A Western evangelist makes a practice of painting religious lines on rocks and fences along public highways. One ran: "What will you do when you die?"

Came an advertising man and painted under it:

"Use Delta Oil. Good for burns."—The American Legion Weekly.

"What is your occupation?" asked Judge Fildes sternly.

"I haven't any," replied the man. "I just circulate around, so to speak."

"Please note," said the judge, turning to the clerk, "that this gentleman is retired from circulation for thirty days."

WELL PLACED.

Aunt Mary had been introduced to all the friends of the family while visiting her brother. Now, woman-like, she was trying to discover if her niece favored any young man especially.

"That young Mr. Smarte, who comes here, seems a clever sort of a man, Maude," she began.

"Yes," replied Maude, "he is clever."

"What is he by profession?"

"A bit of a lawyer and a bit of a musician."

"But what is he really?" asked aunty, puzzled.

"Well," explained the girl, "the lawyers say he is a musician, and the musicians say he is a lawyer."



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*Your Eyes and
Baby's Eyes
Clean and
Healthy*

by applying

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Morning.*

*If your Eyes Tire, Itch or Burn—if Sore,
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Write me and I will send you on trial my mild, soothing, guaranteed treatment for Piles which has proven a blessing to thousands who are now free from this cruel, torturous disease. Send post card today for Full Treatment. If results are satisfactory costs you \$2.00. If not, costs nothing.

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NO JOKE TO BE DEAF



—Every Deaf Person Knows That I make myself hear, after being deaf for 25 years, with these Artificial Ear Drums. I wear them day and night. They are perfectly comfortable. No one sees them. Write me and I will tell you a true Medicated Ear Drum story, how I got deaf and Pat. Nov. 3, 1903 how I make you hear. Address GEO. P. WAY, Artificial Ear Drum Co. (Inc.) 128 Adelaide St., Detroit, Mich.

Cured His RUPTURE

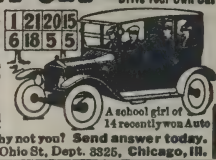
I was badly ruptured while lifting a trunk several years ago. Doctors said my only hope of cure was an operation. Trusses did me no good. Finally I got hold of something that quickly and completely cured me. Years have passed and the rupture has never returned, although I am doing hard work as a carpenter. There was no operation, no lost time, no trouble. I have nothing to sell, but will give full information about how you may find a complete cure without operation, if you write to me, Eugene M. Pullen, Carpenter, 21W Marcellus Avenue, Manassquan, N. J. Better cut out this notice and show it to any others who are ruptured—you may save a life or at least stop the misery of rupture and the worry and danger of an operation.

Spend your union-earned money where you will receive benefit therefrom—ask for the union label, card and button.

Ford Given

A LUXURIOUS SEVEN
The Wonderful ALL-
YEAR CAR—Electric
STARTER and LIGHTS
—Drive Your Own Car

Join our great Auto Club and win Grand Prizes including Ford Sedan! Can you make out two words spelled by figures in picture? The alphabet is numbered—A is 1 B is 2, etc. What are the two words? Other valuable prizes and hundreds of dollars in cash given. Everybody wins! So easy you will be surprised. We've already given away many Autos. Why not you? Send answer today. Ford Willson, Mgr, 141 W. Ohio St., Dept. 8325, Chicago, Ill.



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We Guarantee Your Comfort with every Brooks' Appliance. New discovery. Wonderful. No obnoxious springs or pads. Automatic Air Cushions. Binds and draws the broken parts together as you would a broken limb. No salves. No plasters. No lies. Durable, cheap. Sent on trial to prove it. Full information and booklet free.



C. E. BROOKS
188B State St. Marshall, Michigan

Ford Given Away

EASY TO WIN—TRY THIS PUZZLE



See the figures in squares below. A is 1, B is 2, C is 3, etc. Four words are there. What are they? 5000 Ford votes for correct answer.

7 | 5 | 20 | 1 | 6 | 15 | 18 | 4 | 6 | 18 | 5 | 5

New Ford Car Given Free. Many grand prizes free. Cash for all who try. Easy to win. Send no money. Manager Willson, 25 E. Lake St., Dept. 15 Chicago, Ill.

ECZEMA

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THE BOILERMAKERS' AND IRON SHIP BUILDERS' JOURNAL

— OFFICIAL ORGAN OF THE —

**INTERNATIONAL BROTHERHOOD OF BOILER MAKERS
IRON SHIP BUILDERS AND HELPERS OF AMERICA**

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THE FARMERS AND THE RAILROADS.

Speech of Hon. Robert M. LaFollette, of Wisconsin, in the Senate of the United States.

Mr. LaFollette. Mr. President, I think it may interest the Senator from Nebraska (Mr. Norris), and the Senator from Florida (Mr. Trammell), especially, and probably all Senators who are in attendance, to know that some of the representatives of some of the agricultural organizations are entering into a very close relationship with the transportation companies of the country for the "adjustment" of all the ills and complaints which agriculture has suffered at the hands of the railroads.

I do not know whether Senators observed in the newspaper reports of Sunday morning the disclosure of a secret meeting which had been held on December 9, between representatives of the railroads and other great interests and the representatives of some of the agricultural organizations who are accredited as the spokesmen for agriculture in Washington.

I want to bring to the attention of Senators and of the country the information which I gathered from the reports in the press and from other sources pertaining to this important meeting.

My attention was directed to an article in the Washington Post of Sunday, December 18, entitled, "Rail Foes End Feuds. Officers of Systems and Shippers to Work in Harmony. Organize Committee Here. Farmers Unite with Steel, Lumber, Coal, and Other Interests." This article was printed in the Post, copyrighted under the name of Harden Colfax. It begins with this statement:

While the Interstate Commerce Commission is trying to find out whether railroad rates should be reduced or not, and is conducting a general inquiry into the transportation situation on its own account, the railroads and the shippers, which have fought each other for a generation, have quietly and without publicity gotten together and agreed to bury the hatchet. Hereafter, instead of antagonizing each other they will work in harmony and as a team.

Evidently, Mr. President, the attack upon the agricultural bloc, which was inaugurated by a member of the Cabinet of the present administration in a public speech a few days ago, has proven pretty effective.

Some representatives of the agricultural organization appear to have been captured by those who were unduly apprehensive of the activities of the bloc. Their efforts are to be enlisted from this time on for the destruction of that organization known as the agricultural bloc, it appears, by "boring from within."

Listen further to the story recited in the Post of December 18:

A solemn agreement to that effect—

That is, to the effect that there is to be harmony between the farmers and the steel, coal, lumber, and other interests hereafter—was entered into at a meeting here on December 9, news of which was withheld by both sides alike, between a special committee of the Association of Railway Executives, representing the carriers of the entire country, and a selected delegation of the biggest of America's big industries.

Important in its novelty, the meeting was still more important from another standpoint. The farmer, through his delegates, sat down and worked with the manufacturer, the coal operator, the lumber man, and other big business interests which he had for many years considered his oppressors.

In other words, the farmer, it appears, is converted, made to see, through some magic or other, that these interests, which he had supposed were hostile to him, are instead his best friends.

Now, that very important announcement in the Post records the further fact that an executive committee was appointed to carry out these agreements. This executive committee, the article states, consists of J. R. Howard, of Chicago, President of the American Farm Bureau Federation; S. J. Lowell, of Fredonia, N. Y., master of the

National Grange; J. A. Campbell, of Youngstown, Ohio, president of the Youngstown Sheet & Tube Co.—just think of that gentleman being yoked up with the head of the farm bureau federation!—Ernest T. Trigg, of Philadelphia, president of the National Federation of Construction Industry; Charles Hill, of New York, Southern Pine Sales Corporation; J. D. A. Morrow, of Washington, vice-president of the National Coal Association.

The Senator from Oregon (Mr. McNary), will remember that in the coal investigation conducted by the Committee on Manufacturers we became somewhat acquainted with Mr. Morrow. I think in the course of the testimony taken before that committee it appeared that the association which he represented, under a large salary, had been indicted in Indianapolis for violation of the anti-trust law. He is one of the associates of the president of the Farm Bureau Federation. Another is F. R. Todd, of Moline, vice-president of the Deere Co.

The article continues:

The executive committee appointed as its counsel James A. Emery, of this city, who is also—

Note that "who is also"—counsel for the National Association of Manufacturers.

Many of the members of the Senate who recall the investigation conducted by a Senate committee of a corrupt lobby that operated here for many years, will remember that that association in particular was involved in the disreputable business of influencing the election of members of the Senate and members of the House who would be useful in serving the National Association of Manufacturers.

Now, Mr. President, that very interesting news article was followed the next day by an editorial in the Washington Post. That editorial was entitled "Railroad-Shipper Protocol." It begins as follows:

The announcement that the railroads and the big shippers of the country, the latter including farmers, manufacturers, lumber and coal producers, and others, have come together in a plan for co-operation for the common object of getting the transportation systems upon a better and more stable basis is most encouraging. . . . The understanding reached promises that the railroads will share with the shippers the financial benefits of all further reduction in the cost of operation which may come to them from lower wages or cheaper materials, and that the shippers on their part will be reasonable in their demands and not attempt to force conditions upon the roads which will be unduly burdensome.

There is to be, it seems, co-operation between these representatives and the railroads in securing reductions of rates, especially through further reductions in the wages of the railway employees.

Mr. President, when we assemble again

after the recess which is to occur for the holidays, I shall set myself the task of presenting to the Senate and to the country some data, the result of a very serious study upon my part, bearing upon the subject of the pay of railway employees. I may broaden the discussion somewhat to make it cover the wages of all labor.

I say now that I believe I shall be able to demonstrate that it is economically impossible, without destroying the productivity of industry, and the home market for American merchants, to lower further the wages of labor. I set myself the task of proving to the Senate and the country that the wages of labor today are less than they were at the beginning of this century; that the purchasing power of labor at this moment of time will not command, by a considerable amount, as much of the necessities of life as was the case 10 years before the beginning of this century. I undertake to say, sir, that no answer can be made to the facts and the arguments which it will be possible to put before the Senate of the United States.

I speak at this moment, sir, for the purpose of issuing a word of admonition to the farmers of the country to beware of that leadership in any of the organizations which are represented here that would shackle them in combination with railroad executives and with the great combination and trusts of the country, leaving it to that group to determine what is to be the policy of this Government with respect to transportation.

Mr. NORRIS. Mr. President—

The PRESIDING OFFICER. Does the Senator from Wisconsin yield to the Senator from Nebraska?

Mr. LA FOLLETTE. I yield.

Mr. NORRIS. Is the Senator able to give us now any information as to what, if any, agreement was made at the meeting which the Senator has mentioned, participated in by the representatives of agriculture and other business and the railroads?

Mr. LA FOLLETTE. Mr. President, I have been informed, I believe, reliably informed, that an agreement was reached between the representatives of certain agricultural organizations, the representatives of the railroad executives, and the representatives of other great business and shipping organizations—lumber, steel, coal and others such as I have indicated from the excerpts which I have read here—that the organizations representing agriculture should withdraw their support of legislation pending before the Senate or Senate committees for the restoration to the State commissions of the power to regulate State rates; and, moreover, that they should withdraw their support of legislation pending before both House and Senate committees proposing the amendment of the transportation act by striking out that portion of

the act which is known as section 15a of the Esch-Cummins law.

Senators who have studied that transportation act will know that by its main provision it imposes upon the Interstate Commerce Commission the obligation to ascertain the aggregate value of the railroad property of the country and to impose upon transportation rates sufficiently high "as near as may be" to make a fair return upon the "aggregate value" of the railway property, and that provision of the Esch-Cummins law required the Interstate Commerce Commission to make a determination of "aggregate value" just as soon as the Esch-Cummins law became a statute.

For days, running through a month's debate, I stood on this floor and protested against that provision of that proposed legislation. I said that there were no facts within the knowledge of the Interstate Commerce Commission which would enable them to comply with the terms of that proposed law, to ascertain as soon as that law was passed the aggregate value of the railway property of the country.

Under a law passed by Congress in 1913, the Interstate Commerce Commission is charged with the duty of ascertaining the true and fair value of the railway property. They have made progress. It is one of the greatest economic undertakings in the history of the country. The commission has received tentative findings with respect to certain railroads. Anybody familiar with the work imposed upon the Interstate Commerce Commission by that law knows that, even after they have recorded tentative values upon all of the railroads—and it will be some time in the future before that can be accomplished—the railroads will contest every one of those valuations and that it will be years before, under that law, the legal value of the railway property of the country shall have been ascertained. In the meantime the law passed in 1920 imposes upon the Interstate Commerce Commission the obligation to find out at once the aggregate value of the railway property.

I argued and plead then with the Senate not to adopt that provision, because I said that it would compel the Interstate Commerce Commission to accept the investment accounts or "book value" of the railroads as the standard upon which transportation charges should be based; and that value the Interstate Commerce Commission year after year had discredited and impeached as absolutely unreliable. Everyone who is acquainted with the railroad history of this country knows that from the beginning every railroad that has ever been organized in America has been organized on a basis of tremendous overcapitalization; and that overcapitalization stays today in the railroad book valuation just as it was placed there and has accumulated since the beginning. The Interstates Commerce Commission has pointed that out hundreds of times; and yet that was the only tangible

basis upon which the commission could act under the Esch-Cummins law.

Oh, it will be said that there is available the result of the work of the Interstate Commerce Commission under the valuation act. That work, however, had not progressed to the point where it was available as a means of ascertaining the true value. On some of the small roads of the country a tentative valuation has been ascertained under the valuation act, and that valuation, Mr. President, is estimated to be 50 per cent of the capitalization of the roads. This is, of course, a rough estimate, and yet the Interstate Commerce Commission, driven by the Esch-Cummins law which we passed, which required them to find the aggregate value of the railroads, fixed what as the total value of the railroads? They fixed the value of the railroads as being \$18,900,000,000 or, in round numbers \$19,000,000,000. Every independent expert who has ever spoken upon that subject, every engineer of authority, every competent man who is not biased, has said for years that there was at least from 40 to 50 per cent of overvaluation in that book value; and yet the valuation of the Interstate Commerce Commission came within about a billion dollars of the total book value of the railroads as fixed by them. So the commission was compelled ultimately to take that enormous valuation as the only basis upon which to fix rates, and those rates have been exacted from the American people since August 26, 1920.

I undertake to say just this on the subject of valuation and its relation to rates at this time: There is in the railroad property of this country an excess capitalization charge of something like six or seven billion dollars.

Mr. President, the trouble with the transportation of this country, in just a word, may be stated as follows: The railroads have an overhead charge for capitalization of from 40 to 45 per cent greater than ever was put into the property, and greater than the property ever can carry. If it be attempted to make the products of the country pay the transportation charges on a valuation of \$19,000,000,000, then we have fixed the rate so high as to stall traffic. It is essential to lessen the overhead, or traffic can not move in such a way as to make any adequate return to the producers of this country. Even if we strike out the little proviso which was agreed to be stricken out in the conference to which I have referred—the $5\frac{1}{2}$ to 6 per cent income provision, which expires in any event in March—if we strike that out we have remained in section 15 the provision that it is the duty of the Interstate Commerce Commission to fix rates "as near as may be" so as to insure a fair return upon the "aggregate value" of the property.

This valuation, as I have indicated, has been ascertained by the commission in the only manner which the Esch-Cummins law

permitted, namely, by accepting the book value or investment accounts of the railroads. So if Section 15a be retained in the law the commission must keep the rates as near as may be to the present rates. The attempt to make the present rates pay $5\frac{1}{2}$ to 6 per cent was a failure, because the traffic could not make the return. The commission will have to lower the rates somewhat, but they will still struggle with that provision left in the Transportation Act, as has evidently been agreed to by this combination that has been set up here without consulting the farmers who are paying the expenses of the heads of these organizations. So there will continue to be imposed upon the Interstate Commerce Commission the obligation to fix rates which will pay a return on this overcapitalization, and they will be compelled to accept the valuation fixed by the railroads themselves largely in their investment accounts, in round numbers, \$19,000,000,000.

Mr. President, I merely wanted this evening, before we concluded the session prior to the Christmas recess, to let the farmers who are putting up the money to pay the expenses of the Grange and the Farm Bureau know what is going on here, and to warn them that their representatives here are making secret deals with the heads of these great combinations.

I think that perhaps it is fair to put into the Record a statement of those who were present. I have already named Mr. J. R. Howard. This conference was participated in by the special committee representing the railway executives, of which Mr. Atterbury, of the Pennsylvania Railroad, was chairman. It was held at the Racquet Club in Washington on December 9, 1921. There had been a previous conference in New York on September 21, of which Mr. J. R. Howard was made chairman. Those present at the Racquet Club meeting were Mr. W. W. Atterbury, of the Pennsylvania Railroad; Howard Elliott, of the Northern Pacific; W. J. Hanrahan, of the C. & O.; W. B. Storey, of the Atchison; R. S. Binkert, who is assistant to the chairman of the Association of Railway Executives, New York.

The iron and steel industries were represented by J. A. Campbell, of the Youngstown Sheet and Tube Company, Youngstown, Ohio, and C. E. Bement, of Lansing, Mich., representing the Novo Engine Co.

Railway supply organizations were represented by A. B. Johnson, president of the Railway Business Association, of Philadelphia, Pa., and Frank W. Noxon, secretary of the same association.

Lumber interests were represented by Charles Hill, of the Southern Pine and Sales Corporation, of New York; A. B. Hammond, of the Hammond Lumber Co., of San Francisco, Calif.; J. H. Browne, of the Pacific Lumber Co., New York City.

Construction companies were represented

by R. C. Marshall, Munsey Building, Washington, D. C., and E. T. Trigg, of Philadelphia, Pa.

The National Industrial Traffic League was represented by W. H. Chandler, Boston, Mass., and J. H. Beek, Chicago, Ill.

The National Association of Manufacturers was represented by J. A. Emery, of Washington, D. C.

The agricultural interests were represented by J. R. Howard, Gray Silver, H. C. McKenzie, of New York; Ralph Snyder, of Kansas, and O. E. Bradfute, of Chicago. I think he is president of the Farm Bureau of Ohio. They were all of the American Farm Bureau Federation, the last three named being members of its legislative committee. The agricultural interests were also represented by W. I. Drummond, president of the International Farm Congress, and by T. C. Atkeson, of the National Grange.

Mr. Atterbury stated that they desired the help of the interests represented in securing further wage reductions, and in opposing the Capper bill. After a considerable discussion, the agricultural representatives not being disposed to oppose the bill absolutely, adjournment was taken for lunch, with the understanding that representatives of the carriers and of the agricultural interests would talk the matter out. After lunch, Mr. Howard reported that the agricultural representatives were prepared to agree that Section 15-A should not be amended, except for the removal of the proviso in paragraph (3) relating to the percentage of return for two years following March 1, 1920, which expires by statutory limitation in March next.

So far as State control over intrastate rates was concerned, it was agreed that they would not undertake to deprive the Interstate Commerce Commission of power to set aside rates discriminating against intrastate commerce, but that they did desire to have the bill protect the powers of State commissions to function locally. They desired that.

It was left with the committee composed of Mr. Emery, Mr. Atkeson, and Mr. Silver to rewrite the Capper bill. I congratulate the Senator from Kansas. He is to have his bill "fixed" for him. It is also said that it was agreed that the interests represented in the conference would support the bill as redrafted when agreed to by counsel for the railway executives; but, on the other hand, at least one of the men representing another interest denies such agreement for himself, but said the agricultural interests did assent.

Mr. KENYON. Who composed the committee?

Mr. LA FOLLETTE. The committee to redraft the bill? It was left to a committee composed of Mr. Emery, Mr. Atkeson, and Mr. Silver.

Mr. OVERMAN. Mr. President, is Mr. Emery the man who was before the lobby committee?

Mr. LA FOLLETTE. I think he is the gentleman.

Mr. OVERMAN. A lobbyist here?

Mr. LA FOLLETTE. Yes. He represents the National Manufacturers' Association, which the Senator will remember as an organization that left a very bad odor in its wake as a result of that investigation.

Nothing definite about the Labor Board was decided upon, but the conference agreed to support the carriers in their efforts to obtain a revision of wages. The following committee was appointed to represent the conference in future negotiations with the railway executives: Mr. J. R. Howard and S. J. Lowell, representing the agricultural interests; J. A. Campbell, the steel interests; J. D. Morrow, representing the fuel interests; Mr. T. R. Todd, representing the manufacturing interests; Mr. Charles Hill, the lumber interests; and Mr. Trigg, the construction interests. Mr. Emery was made counsel for the committee.

Mr. KENYON. At what salary?

Mr. LA FOLLETTE. The salary he is to receive does not appear. I fancy, however, that his salary is amply taken care of by the National Manufacturers' Association.

Mr. CAPPER. Mr. President—

Mr. LA FOLLETTE. I yield.

Mr. CAPPER. I should like to say to the Senator from Wisconsin that the bill to which he refers as the Capper bill, introduced by me, was prepared by the chairman of the Public Utilities Commission of the State of Kansas, with the assistance of the general counsel of the State Railway Association of the United States, and has the support—

Mr. LA FOLLETTE. The general counsel of the State Railway Association is Mr. Benton?

Mr. CAPPER. Mr. Benton; and it has the approval, as it ought to, of the farm organizations of Kansas and of other Western states. If any committee undertake to rewrite that bill and make any very material changes in the measure, I think they will hear from the farmers of the West.

Mr. LA FOLLETTE. I think so myself, Mr. President, particularly after the farmers come to be informed concerning the secret agreements which their representatives are making with the great special interests. It is for that reason that I have taken the liberty of detaining the Senate this afternoon, for the purpose of putting this information before the Senate and, in a way, before the country.

WHY DO WORKING WOMEN OPPOSE THE SO-CALLED "EQUAL RIGHTS" BLANKET AMENDMENT?

From the National Women's Trade Union League.

Because—1. Many of the best legal authorities in the United States tell us that the language "No political, civil or legal disabilities or inequalities on account of sex, or on account of marriage unless applying alike to both sexes, shall exist in the United States" might be construed by the Courts as invalidating labor laws which apply to women and not to men, such as laws regulating hours of employment; establishment of minimum wage commissions; prohibiting night work, tenant house manufacture, and employment immediately before and after confinement; providing seats in stores, factories, elevators, etc.

Among the lawyers who believe there is danger that the United States Supreme Court might declare such laws unconstitutional under the proposed blanket amendment are: Edward P. Costigan, now a member of the Tariff Commission, formerly attorney for the United Mine Workers in the Colorado struggle of 1914-1916; Jackson Ralston, attorney for the American Federation of Labor; George Sutherland, former United States Senator from Utah, now chairman of the Advisory Council to the International Conference on the Limitation of Armaments; William Draper Lewis, Dean of the Law School of the University of Pennsylvania; Felix Frankfurter, professor in Harvard Law School and counsel for the Minimum Wage Board of the District of

Columbia; Roscoe Pound, Dean of Harvard Law School; Ernest Freund, of the University of Chicago Law School; Jesse C. Adkins, chairman of the Minimum Wage Board of the District of Columbia, and associate counsel for the Board; Dean C. Acheson, formerly secretary to Justice Brandies, now with the law firm of Covington and Burling in Washington; William H. Holly, of Chicago; Harold I. Ickes, of Chicago; Clarence G. Shenton, of the Bureau of Municipal Research of Philadelphia; Louis F. Post, former assistant Secretary of Labor.

We are unwilling to take the risk of losing by court decision labor laws for women which have cost years of struggle to establish.

Because—2. Even if the women's labor laws should ultimately be sustained by the Supreme Court, the litigation necessary to secure a decision would be a matter of years, during which, as shown by past experience, employers would resist enforcement, and women workers would be deprived of the benefits of the laws. In the District of Columbia at present, because a court decision on the minimum wage law is pending, laundry owners are withholding from the legal minimum wage of women laundry workers more than \$137,000 back pay on 10 months services, and a decision cannot be expected for at least another 10

months. Millions of dollars in wages, and untold hardship by reason of longer hours must be expected as a part of the price working women would have to pay merely because of the litigation occasioned by the blanket amendment irrespective of the ultimate decision.

Working women should not be made to suffer loss of health and livelihood in order that other women gain.

Neither working women nor working men can afford to risk the breaking down of industrial standards once achieved.

Because—3. The blanket amendment furnishes a plausible disguise for the exploiters of labor. They can, and undoubtedly will, support "equal rights for women" in this form as a cloak for their return, with an appearance of virtue, to the 10 and 12-hour day, starvation wages, and sweat shop labor.

We are unwilling to be the instrument of exploiters.

Because—4. Agitation for this amend-

ment will retard the progress or perhaps will defeat the women's labor legislation now pending in New York, Massachusetts, Pennsylvania, New Jersey, Illinois, Ohio, Kentucky, Iowa, and other states. It furnishes an excuse for the opposition, a cloak for the exploiters.

We advocate and work for the extension of Labor Laws for Women and do not want pending or future legislation of this character interfered with.

Because—5. A blanket constitutional amendment is not the only means of attaining the desirable ends of this measure. Everything sought by the blanket amendment can be obtained by separate laws, either federal or state. Disabilities or inequalities of one kind existing in one state frequently do not exist in the next state. The conditions should be studied and the remedy applied where it is needed, without forcing the sacrifice of one group of women to another.

It is not necessary. There is another way.

SHOP CRAFT DELEGATES INDORSE WILSON FOUNDATION FUND.

One hundred railroad shop craft delegates from all parts of the United States, representing 500,000 organized workers, in convention here, today adopted a resolution endorsing the Woodrow Wilson Foundation Fund, and sent a check for one thousand dollars (\$1,000.00) as a contribution. A telegram was also sent the former President notifying him of the action taken by the railroad workers. This contribution will be augmented by subscriptions from local lodges and system federations of the shop crafts throughout the country.

Following is the telegram sent Chairman William Hamilton Holt, New York, of the National Committee:

DAY LETTER.

"Chicago, Ill., Jan. 17, 1922.

"Wm. Hamilton Holt, Chairman, Woodrow Wilson Foundation Fund, 150 Nassau St., New York City, N. Y.

"This is to advise you as Chairman of the Woodrow Wilson Foundation Fund that the National Conference Committee consist-

ing of Division One, Two, and Three, Mechanical Section and the Executive Council of the Railway Employees Department of the American Federation of Labor now in session in Chicago, heartily endorses the movement that has been inaugurated to establish scholarships as a testimonial to Woodrow Wilson, ex-President of the United States, for his unselfish ideals in behalf of not only the people of the United States, but of the entire world, who loved liberty and happiness and for his fairness in dealing with facts that so vitally affected the welfare of the American people and in support of our sincerity in behalf of the program we are forwarding check for the amount of one thousand dollars as a contribution to be used in carrying out this worthy undertaking.

Committee: WM. K. CLEARY,
FINLAY MacKENZIE,
T. P. HYLAND,
J. J. WALL,
H. W. EATON,
C. A. McDONALD."

A WISE MOTHER.

The Eye-Sight Conservation Council of America, Inc.

A woman to whom four healthy boy babies were born, only to die of stomach trouble in their second year, brought with infinite care a fifth boy past the danger point and into his eighth year. Then he began to go to school, but became at once subject to attacks that no tonic or diet could help.

Finally, the mother, who had weak eyes herself, conceived the idea that her boy might be similarly affected. Her friends ridiculed the idea, but the mother, knowing something of the subtle relation of the eyes

to the rest of the body, took her son to a specialist in the nearest city.

The first day he wore glasses he said, wonderingly: "Why, Mother! Print is black, isn't it?"

"Yes, dear, what did you think it was?"

"Why, grey, and sort of mixed like, and besides, the letters look straight up and down now."

The child had a complicated defect which made it difficult for him to see things near at hand, although the eyes themselves did not seem to feel the strain. The stomach trouble vanished as if by magic.

The moral of this story is obvious. Never leave a "stone unturned" until you have discovered the cure for your child's backwardness. Very often it is defective vision.

THE BOILERMAKERS' AND IRON SHIPBUILDERS' JOURNAL.

Official Organ of the International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America.

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JAMES B. CASEY, Editor and Manager.


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All New Members Must Have Their Name and Address Sent in Through the Secretary of Their Lodge.

All Copy Must Be Received by the Editor by the 15th of the Month to Insure Publication in the Following Issue.

All Contributions and Correspondence Relating to the Journal Should Be Addressed to **J. B. Casey, Editor, Suite 524, Brotherhood Block, Kansas City, Kans.**

Punton Bros. Publishing Co.  Kansas City, Missouri.

NO IMPROVEMENT NOTICEABLE IN THE RAILROAD SITUATION.

We are unable to report any improvement in the situation of the railroads, either as to the amount of work being done or progress being made towards reaching a satisfactory settlement relating to wages or disputed working conditions. From various sources come the information that shops are shut down and repair work suspended, quite a number of these were closed during the holidays and some of these have since reopened, others closed down since that time. The volume of traffic handled by some roads is light, we believe, but indications point to a rapid increase in the next couple of months.

Some of the roads are still pursuing their dishonest policy of "farming out" their shops and repairs to pocket companies, in order to evade their obligations under the provisions of the transportation law. A law which they fought so strenuously to have enacted, and while they greedily accept all of the benefits from same, are shamelessly trying to evade all obligations imposed by its provisions. While on the other hand, the representatives of the employees strongly opposed the enactment of this law, while it was under consideration by congress, since its enactment they have been honestly trying to live up to its requirements; an anomalous position indeed, and one that does not reflect much credit on the officials of the roads concerned. At a recent hearing before the Labor Board it was shown that some roads had turned their repair work over to men who had no railroad experience, or equipment to make same; one of these, that of the Indiana Harbor Belt Line, the car repairs were turned over to a newly organized corporation styled the Burnham Car Repairing Co., with John W. Jaranowski as president and Charles O. McCay as treasurer. These two men had been conducting a small retail coal business at Gibson, Ind., and while they had no railroad experience they were given control of the shops, tools and equipment of the company and were to receive a commission on all work done.

The locomotive repairs of this road was given to the United Boiler Heating & Foundry Co. on the same terms and conditions. It was shown the president of this concern is an employee of the railroad and no changes were made in foremen and other officials supervising the work. The maintenance of way work was given to the employment agency of Colliani

& Dire, who immediately proceeded to fire all of the old employees and hire others through their agency, charging the new men \$7.00 apiece for their jobs. Wages were reduced to 38 cents an hour and the hours increased to 10 per day. Similar conditions were shown to prevail on the other roads which had started this farming out process, all of which shows palpable dishonesty and fraud, and their acts should not be countenanced by any one of any integrity or desire to live and let live, and if the Board does not order a reversal of their policy by all roads so acting, it will show its impotency or disinclination to do justice to the employees.

About one hundred representatives of the shop crafts together with a number of International Officers went into conference at Chicago on January 9th and were still in session at this time, nothing has been given out as to their work so far, but no doubt they will make a full report to their numbers when the conference adjourns.

A recent press report informs us that owing to sickness of Judge Landis, the hearing on the injunction he issued on request of the Pennsylvania Railroad, restraining the Labor Board from promulgating their order requiring this road to meet and enter into agreements with the bonafide labor organizations of their employees, has been postponed until February 7th. This company is playing a policy of delay and trying to disorganize its employees, but so far we believe it has not been able to make much headway, as the men are standing together in good shape and repelling all assaults.

A GRAPHIC PEN-PICTURE OF EXISTING CONDITIONS IN ONE OF OUR SHIP YARD CENTERS.

In the Survey Graphic for January appears an article from the pen of S. Adele Shaw, which portrays in a very vivid and touching manner, the present condition existing in Newport News and Portsmouth, Va., as a result of the industrial stagnation and slump in shipbuilding, as a result of which many thousands of men have been thrown out of employment, a large part of whom have not been able to secure other work.

In Newport News is located one of the largest shipyards in the United States and during the late war, we are told eleven or twelve ships were being built at one time, and 13,500 men employed; 6,000 were laid off last July when congress reduced the naval appropriation and the balance of the force gradually reduced until there is now only a mere skeleton of a force remaining. During the war when thousands were being added to the working force, people came in droves to this little city, and as a consequence house rent jumped sky high and even at that a great many had to buy houses at inflated prices in order to get a place to house their families. Many of these have since been forced to sell at whatever price they could secure from a stagnant market. The only other industry in Newport News is that of shipping and even this is stagnant. We are told that all who could find work elsewhere have left, but still many remain who cannot get away, and much suffering and want must ensue unless conditions soon change and relief in some form come to their aid. Across the Chesapeake Bay lies the cities of Norfolk and Portsmouth, in the latter city is located one of the large United States Navy Yards, where during the war, we are told that 11,000 men were employed; as a result of the cut in the naval appropriation and the disarmament conference, this force, too, has been cut to a mere skeleton and as a consequence a large number of men are idle. A large proportion of these men who were born there, are married and have families, many own their homes, others buy-

ing theirs on an installment plan; this large body of men have no other place to go and could not very well get away if they had. With their income cut off, their savings must soon be exhausted unless some remedy is found for this unemployment.

This hasty sketch of the conditions existing in Newport News and Portsmouth, will pretty accurately describe the conditions existing in all of the navy yards and shipyard centers in the United States at the present time. Shipbuilding has been practically dead in the United States for the past year, the hundreds of thousands formerly employed in this industry are idle or forced to find some other means for a livelihood. A large number of these men so idle gave up steady jobs which they held for years, at the call of their country for shipbuilders and worked night and day to help build that "bridge of ships across the Atlantic." By this patriotic act in going to the shipyards, they sacrificed their seniority rights, their places have long since been filled by other men and with no ships to build they are forced to remain idle or seek work at some other calling.

The people settled around the navy yard are there because of the past needs and encouragement of the government and since the conference to limit armament is seemingly about to reach an agreement to scrap many warships and to cease building others for years, this will have a depressing effect on shipbuilding generally and reduce the work at naval stations to a minimum, therefore it is the duty of the government to assist in helping to solve the problems arising from these changed conditions, which will effect hundreds of thousands of people. It has guaranteed a liberal rate of dividends to stockholders of railroads and it should at least assist in finding other means for the men thrown out of employment, because of its change of policy. Other articles needed by the government could likely be manufactured in the navy yards to take the place of warship building which would furnish employment to thousands and likely effect a material saving at the same time. The government is likewise morally obligated to help solve the question of unemployment in the shipbuilding centers. As it now is the burden of readjustment is falling upon the shoulders of those least able to bear it, and unless relief is forthcoming soon much suffering and want is bound to ensue.

THE ALABAMA LEGISLATURE RECENTLY PASSED TWO VICIOUS LAWS.

It seems that reactionary forces are in the saddle in a number of states and are encumbering the statute books with many vicious anti-labor measures. One of the states so controlled at the present time is that of Alabama, the reactionary governor of that state used a relief measure for ex-service men, as an excuse to call a special session of the legislature, which afterwards proved its main purpose was to enact two measures aimed at organized labor in that state and was warmly supported by all the open shoppers, manufacturers, coal operators and big business generally. One of these measures was to prevent picketing, boycotting, or in any way interfering with trade or business, or to be severely fined or imprisoned.

There are eight sections to this measure, each of which make it unlawful for any person, firm, corporation or association from doing a wide range of peaceable duties that labor must do in order to make a strike effective, all of which is punishable by fine or imprisonment. It seems the framers of this measure went as close to an anti-strike law as they deemed it legal to do, and was intended to hamper and make ineffective

the work of organized labor, in its fight against the open shoppers and for better conditions for its members.

The other measure enacted is designed to make unincorporated associations, sueable under the law, and liable for damages because of any infraction of same. This measure, while holding individual members, Local Union, Central Bodies and State Federations liable, its main object, we believe, was for the purpose of reaching International Organizations and to weaken their influence with their members in that state as well as to mulch them for damages when possible. This phase of this measure should receive the attention of every International Union having locals located in that state. We believe if they were tested in the highest courts they would be found unconstitutional as they do violence to provisions of the United States constitution and amendments thereto. This is another incident, which emphasizes the necessity of the members of organized labor taking a more active part in political affairs, they must become a real factor in politics and fight to secure a fair representation in all legislative bodies; if they were in such a position today, such measures as we referred to above would not stand a ghost of a show of passage in any of our law making bodies.

As it is, we are not now in a position to successfully oppose this vicious class legislation, and the open shoppers are increasing their activities in most states. They are marshalling their forces at the present time to put over a can't strike law in New York state, and it goes without saying that all the large corporations there, Wall Street and all, are going to do all they can to accomplish that purpose.

FEDERAL JUDGES SHOULD BE ELECTED, OR THEIR POWERS RESTRICTED.

While the necessity for a change in the method of selecting the Judge of our Federal Courts has been apparent for a long time, it is becoming more necessary every day, furthermore their power and authority must be curtailed if we would retain our rights and liberties.

The Supreme Court is exercising authority and functions of government that the founders of the republic and makers of our constitution did not contemplate, or dream that they would undertake to do as they are doing today, and each decision concerning the constitution and fundamental laws of the land seemingly carries them a little bit further away from the clearly defined and circumscribed authority written into the constitution. They are not only construing the laws, but by judicial decrees they are making laws, as well as nullifying others made by the supreme law making body of the land. This line of activity in recent years has been especially pronounced in matters effecting the welfare of the masses and their rights as citizens, this condition is likely to grow worse unless we are able to bring about a reform either in the mode of selecting these judges or by constitutional amendments have their authority limited.

The judges of our courts today are exercising more authority than the judiciary of any other nation in the world today, even in those with monarchical form of government, and unless this tendency is soon arrested, they will in a few decade of years assume supreme authority and paralyze our law making body and submerge the liberties of the people. The history of the human race shows that it is absolutely dangerous to place unlimited power in the hands of a small body of men, they will con-

stantly enlarge their authority and circumscribe the rights of the people until they finally assure absolute authority.

Here we have nine men appointed for life and in no way amendable to any authority, not even the one who appoints, who may nullify by a mere majority any law enacted by congress, and by their decree prevent congress from enacting any other law for the same purpose. We have an object lesson of their power in the income law; during Cleveland's administration, congress passed an income tax law and by a mere majority of one, or a five to four vote, the Supreme Court declared an income tax unconstitutional and it required a generation of time and an infinite amount of work to overcome this decision, and now the income tax is the mainstay of the government.

We recently saw the same kind of a vote nullify a law enacted by the Sovereign State of Arizona, which prohibited injunction in strikes, where they would not apply were there no strike in effect, which was in accordance with the Clayton Act passed by congress. Five of the judges said it was unconstitutional, while four of their colleagues stoutly maintained its constitutionality. The surest and quickest way to secure relief is to secure a constitutional amendment providing for the election of all federal judges by a vote of the people, just as we now elect senators and congressmen. This would enable the people to pass upon their work and record from time to time. This would place them in touch with the people and make them more responsive to their will.

The United States Senate, when its members were elected by the legislatures, was one of the most reactionary, hide bound legislative bodies in the world, but since they are elected by the people and have to seek their approval at stated times, it has, in some respects, become even more progressive than the House of Representatives. While other reforms may be necessary, we believe there is none half so pressing, or important as a change in the manner of selecting our federal judges and we hope it will be one of the main issues in our next presidential election.

THE DEPARTMENT OF LABOR SHOULD NOT BE CURTAILED.

The United States Department of Labor was created a few years ago after a long struggle and over the protests and opposition of big business, and this same influence have never let up in their opposition to it and the members of congress responsive to this influence have continuously sought to curtail the appropriations for its support so that its influence and work might thereby be limited and the department discredited. However, notwithstanding this opposition and the handicap of limited means at its disposal the department under the able management of Secretary W. W. Wilson made splendid progress and accomplished a great amount of good.

The enemies of this department finding their direct assaults of little avail, have been trying flank attacks by agitating for the creation of other departments which would take away many of the present activities and lines of useful now in charge of the Department of Labor. One of these moves is to create a department of welfare to take over a large part of the important work of the Department of Labor. They would also create a woman's department and this would still further emasculate the Department of Labor. The latest surmise we have is the administration will endeavor to re-consolidate the department with that of commerce. Seemingly the present administration is in sympathy, therefore,

all friends of the Department of Labor should get busy and oppose this unwise move.

The best and quickest way to make your influence felt in this matter is to write letters to your congressman and senators and ask them to oppose any measure that would weaken the Department of Labor, or take away any of the work now under its supervision. If you would do any good in the matter act now before the whole program is arranged and jammed through congress.

While this department has done good work so far, its possibilities for good is still greater, if it is only given the proper encouragement and support. Get busy and help to prevent the selfish and dastardly attempt of the beneficiaries of special privilege and big business to destroy its usefulness.

DEBS RELEASED FROM PRISON.

Engene V. Debs was granted his freedom from the federal prison at Atlanta, Ga., just before Christmas, after being in prison for the past three years.

This was gratifying news to a large majority of the American people. For while we cannot agree with some of the ideas he espouses, still we believe every heartbeat of this veteran leader of men is in sympathy with the aspirations of the masses for higher standards of living and better things of life. His whole life has been spent in their service. While he suffered imprisonment because of his disbelief in war, his whole life shows the error of this belief, for he has been at war all of his life with predatory wealth and oppressors of the people, and while it was of a bloodless nature, it was none the less real and he suffered imprisonment before, back in the nineties as a result of the American Railway Union strike, of which he was the founder and head. Many others were sentenced to prison because of their disbelief in war, during the world war, and as this has long since terminated, we believe there is no further reason for their confinement and we hope they too will soon be liberated.

While Mr. Debs was granted his freedom, his civil rights were not restored, these too should be given him and we hope they will be soon. What his plans are for the future we do not know, but quite likely he will again take the lecture platform as he is an eloquent and fluent speaker.

MR. HOOPER DISQUALIFIES HIMSELF AS A MEMBER OF A NON-PARTISAN BOARD.

Mr. Benjamin Hooper, one of the three members of the United States Labor Board, who are supposed to represent the public and as a consequence should maintain an unbiased mind in all differences arising between the railroad management and the employees, appeared before a large and extensive meeting of railroad officials held in New York City recently, evidently by invitation as four or five other members of the Labor Board were present, and made a speech in which he roundly denounced railroad strikes, and is quoted as saying "railroad employees have no right to quit in concert and if this is not the law, it ought to be, and it will be." And much more along the same line, we are told he also glossed over, the many attempts of the railroad officials to evade the terms and real intent of the transportation law.

If Mr. Hooper is correctly quoted in this speech, it is a most flagrant

violation of equity and justice for one so biased in his opinions, to continue to sit in judgment on matters vitally concerning the welfare of millions of employees, as a member of a nonpartisan court of equity. How can he do justice to these employees in matters of disagreement with their employers, when he has publicly given expressions of extreme bias.

It seems to us the proper thing for Mr. Hooper to do is to resign from this board and accept employment from the railroad officials whose interests he seemingly is so solicitous of.

LIMITATION OF ARMS CONFERENCE WILL LIKELY REACH A DEFINITE AGREEMENT.

The delegates to the conference limiting naval armaments, now in session in Washington are still hammering away on the problems confronting them and, we believe have about definitely settled on scrapping some of the warships of the various nations and to establish a 5-5-3-3 ratio for the navies of England, the United States, France and Japan. The extent of and activities of submarine boats have been agreed to, and if put into effect, it will be against the rules of civilized warfare in the future to attack or sink merchant vessels without warning as was done in the last war. We are told the conference has also agreed to prohibit the use of poisonous gases in future. This is one of the most important and humane things yet done by this conference.

This atrociously murderous, diabolic practice must have been invented by the devil himself, for no ordinary human being with a spark of feeling for his fellow man could have conceived of any mode of warfare so heinous and inhuman, and we are glad to know it is to be consigned to the infernal regions from whence it came.

There are yet many problems in connection with the far eastern situation and especially concerning China that remains to be solved in order to avoid trouble in the future, however, we hope these will be equitably solved. Industrial problems will arise as a result of the agreement to limit navies and we hope these too will be met and those effected thereby assisted in finding other means of a livelihood.

NEW MAILING LISTS SHOULD BE FURNISHED THE EDITOR.

We wish to say a few words to the new Financial Secretaries, who have just started in their work for their lodge, and also to some of the older ones, who have overlooked the duty of furnishing a complete list of the names and addresses of their members for some time. There is no better way for them to commence the new year than to get up a complete list of their members in good standing, together with their addresses and send to us.

A large part of the secretaries during the past year have been co-operating with us in great shape in keeping the mailing list for their lodge up-to-date, and we have nothing but praise for their work; and where the secretaries have tackled the matter in a systematic business like way, we don't believe they have found it such a burdensome job either. We are doing everything we can to lighten this work for the secretaries and instead of asking them to send us a new complete list quarterly, as called for by our constitution, we only ask that they send in a complete list, and they to retain a copy of it, and then go over it monthly and just send in

the necessary changes, made necessary by members leaving the lodge, either by a clearance or withdrawal card, suspension, expulsion or death, and those coming into the lodge by depositing card, reinstatement or initiation, as well as such changes of addresses as they may have, and this will serve to keep list up-to-date indefinitely.

After they have inaugurated this system, it will only take a short time each month to go over the list and make the necessary changes, some months they will have few, if any changes to report. We get out mailing list blanks for the convenience of the secretaries, with a letter form attached and all they have to do is to fill in the number and location of the lodge, sign and give address, and then give the names and addresses of the members they wish to send in. We will be glad to furnish free, some of these to any of our secretaries needing them.

However, we find the number of secretaries using the typewriter in making out lists and in correspondence is constantly increasing and where the typewriter is used, the forms are of no great help. In making out lists if the secretaries will do so in alphabetical order, it will greatly aid us in checking our mailing list with it, as we keep our list in that form. It is not necessary to make separate lists for mechanics, helpers and apprentices, nor is it necessary to give registered numbers, as they are not used with the mailing of the Journal. Put the name of all your members in one list in alphabetical order, regardless of their qualifications, the only requirement for journal is lodge number, good standing and correct address.

We are anxious that journals reach all of our members promptly each month, and hope that all of our secretaries will give us this year the same kind of splendid co-operation we received from a large number of our secretaries during the past year, for which we desire to express our sincere appreciation.

AN ACKNOWLEDGEMENT OF KIND GREETINGS RECEIVED.

Just before the holidays and while busily engaged in preparing for our January issue the editor was the recipient of many kind greetings and well wishes from friends in various sections of the country, and in the rush of affairs did not find time to express his appreciation or even make acknowledgement of many of them, and he desires to take advantage of this opportunity to do both; each one received was sincerely appreciated, and the well wishes reciprocated fully. No matter how busy or engaged with other matters one may be, it is a pleasant feeling to know that others take the time to send them a message of greeting and good wishes, and those who did not otherwise receive an acknowledgement from us, will take this as a sincere expression of our appreciation.

TWO VETERAN LABOR LEADERS PASS AWAY.

Since our last issue, word was received of the death of Mr. C. H. Salmons, editor and manager of the Brotherhood of Locomotive Engineers Journal, who has held that position for more than a score of years and got out an able publication. His death occurred December 7th, and his remains were interred in Cleveland, O., where he has resided for many years. The other death we have to record is that of Mr. Frank Noxchang, president of the Journeymen Barbers for many years. His death took place in Albany, N. Y., where he resided.

QUOTATIONS.

The desire of power in excess caused the angels to fall; the desire of knowledge in excess caused man to fall; but in charity there is no excess, neither can angel or man come in danger by it.—Bacon.

If thou neglectest thy love of thy neighbor, in vain thou profesest thy love of God; for by thy love to God, the love to thy neighbor is begotten and by the love to thy neighbor thy love to God is nourished.—Francis Quarles.

To be free-minded and cheerfully disposed at hours of meet and sleep and of exercise is one of the best precepts of long lasting.—Bacon.

Superiority to circumstances is one of the most prominent characteristics of great men.—Horace Mann.

A good work is an easy obligation, but not to speak ill, requires only our silence, which costs us nothing.—Tillotson.

So great is the effect of cleanliness upon man, that it extends even to his moral character. Virtue never dwelt long with filth; nor do I believe there ever was a person scrupulously attentive to cleanliness, who was a consummate villain.—Rumford.

If common sense has not the brilliancy of the sun, it has the fixity of the stars.—Ferman Caballero.

The most agreeable of all companions is a simple frank man, without any high pretension to an oppressive greatness; one who loves life, understands the use of it, obliging alike at all hours; above all, of a golden temper and steadfast as an anchor. For such a one we gladly exchange the greatest genius, the most brilliant wit, the profoundest thinker.—Lessing.

When our will runs parallel with the will of God, no cross is formed, but when our will runs counter to God's will, a cross is formed which is heavy to be borne.—Aughey.

We should do by our cunning as we do by our courage—always have it ready to defend ourselves, never to offend others.—Greville.

Make sobriety a habit, and intemperance will be hateful; make prudence a habit, and reckless profligacy will be as contrary to the nature of the child, grown or adult, as the most atrocious crimes are to any of us.—Brougham.

There is no road too long to the man who advances deliberately and without undue haste; there are no honors too distant to the man who prepares himself for them with patience.—LaBruyere.

STRIKES NOW IN FORCE.

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)
 Billberg Boiler Works, Houston, Tex. (Strike on.)
 Felipe Oil Works, Franklin, Pa. (Unfair.)
 The Lucey Mfg. Co., Chattanooga, Tenn. (Strike on.)
 Morse Bros. Mach. & Supply Co., Denver, Colo. (Unfair.)
 Cramps Ship Yard, Philadelphia, Pa. (Strike on.)
 Ajax Boiler Works, Denver, Colo. (Unfair.)
 S. F. Bowers & Co., Inc., Fort Wayne, Ind. (Unfair.)
 Provo Foundry and Mach. Co., Provo, Utah. (Unfair.)
 The Portland Co., Portland, Me. (Strike.)
 Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)
 Ritter-Conley Co., at Paragon Oil Co., Toledo, O. (Strike on.)
 Mathison Alkali Works, Saltville, Va. (Strike on.)
 Contract Shops, Charleston, S. C. (Strike on.)
 Lebanon Boiler Works, Lebanon, Pa. (Unfair.)

McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)
 Fabricated Ship Corporation, Milwaukee, Wis. (Strike on.)
 Rushton Foundry & Machine Co., Alexandria, Va. (Strike on.)
 Dominion Shipbuilding Yard, Toronto, Ont., Can. (Strike on) on work being done by the Collingwood Shipbuilding Co., for the Dominion Government.
 Atlanta, Birmingham & Atlantic R. R. (Federated strike on.)
 Missouri & North Arkansas Ry. (Federated strike on.)
 Minneapolis Threshing Machine Co., Hopkins, Minn. (Strike on.)
 Cosden Refining Co., Tulsa, Okla. (Lock out.)
 Higgins Bros., Bayonne, N. J. (Unfair.)
 Vulcan Iron Works, Wilkes Barre, Pa. (Strike on.)

Official

TO THE OFFICERS AND MEMBERS OF ALL DISTRICT AND SUBORDINATE LODGES.

Kansas City, Kas., Dec. 15, 1921.

Greetings:

In accordance with Article 10, Section 1 of the constitution adopted at the Thirteenth Triennial Convention, I am submitting herewith a resolution adopted by Lodge 428, of Norfolk, Va., proposing an amendment to Article 7, Section 5, Subordinate Lodge Constitution.

In addition to issuance of this circular the resolution will be published for two months in the official Journal, which will be January and February. If twenty per cent of the lodges in good standing endorse the proposition, it will then be submitted for a referendum vote. For this vote all it requires is a lodge vote, and should be sent to the International Secretary-Treasurer not later than ten days after the close of the voting limit as prescribed in Section 1 of Article 10.

Trusting you will give this matter the consideration due it, and with best wishes, I am, yours fraternally,

J. A. FRANKLIN,
International Pres.

South Norfolk, Va., Nov. 19, 1921.

Mr. J. A. Franklin, Int. Pres.
315 Wyandotte Bldg.,
Kansas City, Kas.

Dear Sir and Brother:

I am enclosing resolution adopted by majority vote of Local 428, which has to do with amending the By-Laws governing the out-of-work receipt system as now in effect, with the request that the proposition be placed before our membership in the Constitutional manner for acceptance or rejection.

As our constitution makes no provisions for the number of members who are out of employment practically, but who make a few days during the month, the local law committee presented this resolution as a means of taking care of such members.

Owing to business depression a large majority of our membership in the locals of this vicinity are unable to make but a few days each month, and in many instances are out of employment the entire month. As it is almost impossible for them to keep their dues paid up on this meager wage, they are fast becoming delinquent and as the reinstatement fee has been increased to such an extent, when they are fortunate enough to secure employment, they are not financially able to reinstate. Therefore, every local in the Port of Norfolk is daily losing members on this account.

Whether or not this condition exists in other cities cannot be stated, but I am of the opinion that it does, although probably not as serious. Work is very slack here with the exception of our railroad members who are doing very well at present. The Shipyards and Navy Yards are practically idle. Some of them have taken contracts from the railroads to repair and rebuild steel coal cars, which they have never been known to do before, and the result of this venture should be watched with interest by the Carmen as well as our organization as the work is not only being taken from the railroad members, but is taken away from the jurisdiction of the Railroad Labor Board, and if successful may mean that locomotive repairs will be next contracted for and accepted by the shipyards.

Yours fraternally,

Signed) C. W. SCHULTZ,
Secretary 428.

Proposed Amendment to Article 7, Section 5, Subordinate Lodge Constitution, as Submitted by Lodge No. 428, Norfolk, Va.

Any member or members in good standing in the International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of America, who have not been employed at the trade more than fixe days in any one calender month, shall be entitled to out-of-work receipt for such month, provided that he report at regular meeting and also notify the Secretary each week during his unemployment.

Committee: FRANK FARRELL,
C. A. REEP,
J. S. WHITLOCK.

Kansas City, Kansas, Dec. 15, 1921.

To the Officers and Members of all Subordinate Lodges.

Greeting:

In accordance with Article 10, Section 1 of the Constitution adopted at the Thirteenth Triennial Convention, I am submitting herewith resolution adopted by Lodge No. 293 of Shawnee, Oklahoma, proposing that a special convention of the International be held as early as possible.

In addition to the issuance of this circular this resolution will be published for two months in the official Journal, which will be January and February, and all lodges may vote on this proposition up to the end of February. If twenty per cent of the lodges in good standing endorse the proposition, it will then be submitted for a referendum vote. For this vote all it re-

quires is a lodge vote, and should be sent to the International Secretary-Treasurer not later than ten days after the close of the voting limit as prescribed in Section 1 of Article 10.

Trusting you will give this matter the consideration due it, and with best wishes, I am,

Yours fraternally,
J. A. FRANKLIN,
International President.

Shawnee, Okla., 12-9-21.

Mr. J. A. Franklin, Int'l Pres.,
522 Brotherhood Block,
Kansas City, Kansas.

Dear Sir and Bro.:

I am submitting to you Resolution adopted at last regular meeting of Kickapoo Lodge No. 293, 12-6-21.

Yours fraternally,
HARRY LINDSEY,
Secretary Local No. 293.

Resolution Adopted at Regular Meeting of
Lodge 293, Shawnee, Oklahoma, Held
Dec. 6, 1921.

Whereas, at the last triennial convention of the B. of B. M. I. S. B. & H. of A., held in Kansas City, Mo., in the month of September, 1920, the delegates there assembled by their votes adopted Article 2, Section 1 in the International Constitution, and

Whereas, This local has seen fit to call a special convention to revise International and Subordinate Constitutions, and to transact any business that might be properly brought before it, and

Whereas, The different changes that have been made and are being made at the present time throughout the country in regards to working conditions and wages, and

Whereas, It is nearly two years before our next regular convention convenes; therefore be it

Resolved, That we the members of Kickapoo Lodge No. 293 in regular meeting assembled make application to our Grand Lodge to have the following proposition submitted to all locals for their endorsement, should same be favorable that it be taken up through the regular channels of the referendum.

That a special convention be called as soon as possible to revise International and Subordinate Constitutions, and to transact all business that might be properly brought before it.

J. B. JOHNSON,
E. PIERCE,
EMANUEL ALLEN,
C. E. BENNETT,
HARRY LINDSEY,
Committee.

International Officers' and Organizers' Reports TO THE OFFICERS AND MEMBERS OF ALL DISTRICT AND SUBORDINATE LODGES.

Brothers, Greeting:

Among other matters of interest to the membership considered by the Executive Council during their recent meeting, was the practice in vogue in many subordinate lodges, namely the use of unofficial supplies in the form of commercial receipts of the common store variety. Many of our subordinate lodges have purchased these store variety receipts and the officers in collecting dues, assessments, reinstatement and initiation fees have issued to the members paying same these unofficial receipts and later on have redeemed same and issued the member official receipts in triplicate order.

However, in many instances redemption was not made of same, and in some cases where same were redeemed the date was not recorded verbatim, thereby resulting in controversy between the International office and the subordinate lodge, and in one or two instances resulting in expensive litigation to the Brotherhood and resulted in considerable ill feeling upon the part of the beneficiary of the member involved toward our organization.

In order to eliminate future controversy of this character all district and subordinate

lodges are herewith issued the following instructions:

All district and subordinate lodge officers authorized to collect monthly dues, assessments, reinstatement and initiation fees are forbidden to use any other than the standard recognized receipts in triplicate book form as prescribed by Article 2, Section 4, Article 7, Section 5, and Article 8, Sections 1 and 2, Subordinate Lodge Constitution; also Article 5, Section 5, Section 2, of the Constitution governing the International.

In emergencies where district or subordinate lodge officers who are authorized to collect monthly dues, assessments, reinstatement and initiation fees are temporarily out of standard recognized receipts as prescribed in the foregoing articles and sections of the Constitution, said officers shall use only the official receipt in book form, designated by Article 5, Section 2, of the Constitution governing the International.

In such emergencies the officer issuing same shall as soon as possible issue the member involved standard recognized receipts in triplicate and shall redeem said emergency receipt and shall exercise extreme care in recording the name, regis-

tered number, date and amount of dues paid, so that same will correspond in every detail with the emergency receipt issued in each case.

Strict compliance on the part of all district and subordinate lodge officers authorized to collect said fees from members of any district or subordinate lodge, will safeguard the continuance of good standing of the member or members involved and will

eliminate controversy and litigation in the courts, thereby safeguarding the various funds of the Brotherhood, which is the plain duty of each and every member thereof.

Sincerely and fraternally yours,

J. A. FRANKLIN,
International President.

JOE FLYNN,
International Secretary-Treasurer.

REPORT OF INTERNATIONAL VICE-PRESIDENT JOS. P. RYAN.

(Period November 16 to January 15,
Inclusive)

At the conclusion of my last report in December issue of our Official Journal I was at headquarters attending the annual meeting of the Executive Council. Among other important features of the meeting was the authorization of a Registration Receipt (in duplicate) to be issued by subordinate lodge secretaries to traveling members to be used in connection with the issuance of out-of-work receipts to traveling members who have left the jurisdiction of the lodge issuing clearance card. The laws of the Brotherhood provide for the resident member who from time to time is out of employment but traveling members have been at a disadvantage in keeping in good standing while a member at large. Traveling members under the registration system will now be able to secure out-of-work receipts more readily thereby safeguarding their continuous good standing and eliminating the necessity of communicating with the lodge which issued the last due receipt and clearance card. Traveling members out of work, will do well to familiarize themselves with the registration system authorized by the Executive Council as this legislation in their behalf is for their special benefit. The Executive Council adjourned on November 29, 1921, and from that date to December 7th, the writer was engaged at headquarters in completing matters pertaining to the council proceedings. December 8th, I left headquarters for Oelwein, Iowa.

Oelwein, Iowa, Lodge No. 212, Waterloo, Iowa. Federated Meeting.

December 9th, in company with Organizer Bro. Paul Huybrecht of the Machinist's Organization, the writer addressed a mass meeting of the shop trades employed at the Oelwein shops of the Chicago Great Western Railway. This meeting was well attended. In the evening the writer attended a regular meeting of Lodge No. 212. It is a pleasure to report that the members of Lodge 212 as well as other trades are maintaining an A-1 organization despite the conditions under which they have been compelled to work since December 1, 1921, on which date the entire back shop force have been in the employ of the A. S. Hacker Construction Co. With a nine-hour workday and a wage reduction from 77c to 67½c per

hour for all mechanics and from 54c to 40c per hour for helpers the men have been sorely tried. This subject matter is now before the U. S. Labor Board and is receiving consideration along with similar cases from the Erie, Indiana Harbor Belt and other roads. Just when the Labor Board will make public its findings is problematical. December 10th, the writer addressed a meeting of the shop trades employed at the Illinois Central Railway shops at Waterloo, Iowa. While the attendance was not as large as was expected a good meeting resulted. Waterloo being one of the large shop points on the Illinois Central system all trades have perfected their organization and are co-operating in every way.

System Federation No. 88 Convention. Adjournment E. J. & E. R. R. Relative Boilermaker Differentials.

January 8th, in company with other International officers the writer attended the annual convention of System Federation No. 88 comprising the shop trades on the Elgin, Joliet & Eastern Ry., which meeting was held at Hopkins Hall, Chicago, Ills. A feature of the meeting was the establishment of a substantial rate of per capita tax. The old rate of 10c per member, per month, was increased to 25c per member per month. Officers were elected and installed and some minor changes made in the by-laws of the Federation. The presidency was captured by the Carmen, vice-presidency by the Blacksmiths and the office of secretary-treasurer by the Machinists. Retiring officers pledged the newly elected officers their hearty support throughout the new year. In connection with the E. J. & E. Ry., I am pleased to report that the matter taken up in conference by the Federated committee and the writer October 3, 1921, with Mr. J. Horrigan, superintendent of motive power, relative to the restoration of the 5c per hour differential for boiler inspectors and acetylene welders in boiler department has been adjusted. The rate has been restored effective July 1, 1921, and retroactive pay allowed all men involved. Owing to misunderstanding following agreement negotiations the differentials for inspectors and welders was withdrawn by the company July 1, 1921.

Lafayette, Ind. Lodge No. 360.
January 11, 1922, in company with Bro.

R. A. Davis, secretary-treasurer of Division No. 2, Railway Employees Department, the writer attended a regular meeting of Lodge No. 360 at LaFayette, Ind. The meeting was well attended and some difficulty pertaining to the seniority of three members (flue welders), straightened out. Conditions on the C. I. & L. (Monon) Ry. are in good shape. Employment not quite normal. The Federation has negotiated a splendid set of rules with the management and all trades are looking forward to their System Federation convention in April.

Chicago, Ills., R. E. Dept. Labor Board Hearings. Local Meetings. Meeting of Executive Boards Divisions No. 1, 2 and 3. Conclusion.

December 11, 1921, to January 15, 1922, in connection with the foregoing I have been engaged in my home city with reference to the hearings before the U. S. Labor

Board pertaining to the farming out of locomotives and cars by various railroads. Attended regular meetings of Lodges No. 625 Pennsylvania, and 220 Illinois Central membership. Also attended the meetings of the Executive Boards of Divisions No. 1, 2 and 3 at the Clarendon Beach Hotel. Conferred with Bro. F. B. Jones, disabled war veteran member of Lodge No. 22, Danville, Ills., at the Public Service Hospital and after handling the matter with the Executive Council, arranged for transportation to Hot Springs, Ark., for the brother, with the assistance of Bro. John Berry of District Lodge No. 42. Conditions of employment in Chicago and vicinity pertaining to the railroads have not improved to any extent and the larger of the locomotive shops are now working 40 hours per week.

Fraternally yours,
JOS. P. RYAN,
Int'l Vice-President.

REPORT OF INT. VICE-PRESIDENT NOLAN.

Since last report in November Journal, my time was almost entirely taken up during that month attending the annual meeting of the Executive Council at Kansas City, Kan., from the 7th to the 29th inclusive, meeting was held in the Brotherhood's new building, an up-to-date and modern structure in every particular and a credit to the International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of America, as well as a real monument to the membership and the trustees in charge, who worked so faithfully to have the home of the Brotherhood completed by January, 1922. May the good work continue in the interest of our organization is my most sincere wish in order that we may be in a condition numerically and otherwise to cope with an industrial situation so rotten that the labor movement will await a favorable opportunity to balance affairs later on.

On December the 11th I attended a special called meeting at Portsmouth, Va., composed of delegates representing all local lodges in the state, and called together for the purpose of securing the necessary co-operation of the membership of our lodges in Virginia in the interest of a state boiler inspection law which will be introduced at the next session of the Virginia state legislature in February, 1922, and will have the active support of the legislative committee of the State Federation of Labor of Virginia.

Meeting above referred to was called to order by Brother Shultz, president of Lodge No. 428, who was elected chairman, and Brother Chas. W. Schultz, secretary, who is also secretary and business agent of Lodge No. 428. The following delegates responded to roll call: Brothers Savage and O'Connor, Lodge No. 57; Brothers Pendleton and Williams, Lodge No. 298; Brothers Shultz, Reep and Whitlock, Lodge No. 428; Brother Critzer, Lodge No. 170; Brother Montgomery, Lodge No. 238; Brother Glenn, Lodge No.

369, and Brother Roof of Lodge No. 718, including the writer, representing the International Brotherhood.

The chair gave a detailed explanation as to the object of calling a delegate meeting of representatives from the lodges in Virginia in the interest of a state boiler inspection law, and further explained what he had done by correspondence and otherwise in accordance with his instructions from Lodge No. 428, and was pleased to report to the delegates that he had secured much valuable information and data relative to the necessity of a state boiler inspection law, all of which will be used when necessary by the committee in charge of the bill before the Virginia legislature at the coming session of that body.

Brother Savage, delegate from Lodge No. 57, and a very active worker in the labor movement of the state, including the Virginia State Federation of Labor, in the interest of a state boiler inspection law, in justice to boilermakers, as well as the necessary protection of life and property where steam boilers are operated, he made quite a lengthy report of what had been done by him through the State Federation of Labor and other sources as well as active co-operation to bring about the enactment of a state boiler inspection law in Virginia, his report as to the possibility of success at the next session of the legislature of Virginia was given close attention by every delegate present, as Brother Savage read a voluminous amount of information and data in connection with the pending legislation which the boilermakers of the state are so much interested in.

Before special meeting adjourned a committee was appointed by the chair to draft a suitable boiler inspection bill, the following being the committee: Brothers Williams of Lodge No. 298, and Roof of No. 718, with Brothers Schultz and Savage to

assist the committee in framing a satisfactory bill. The next meeting of the Virginia state boiler inspection committee will be held, subject to the call of the chair, and so recorded on the minutes.

During the latter part of December I visited Atlanta and Newnan, Ga., on special business in connection with the International Brotherhood, but found on reaching there from information given me by a committee from Lodge No. 2, and at Newnan, Ga., that the first week of the New Year would be more opportune to handle matters pending at Atlanta and Newnan, and for that reason left for home to spend Christmas with my family and return to Atlanta later.

We are now entering the portals of a New Year, as the past one is gone, but not forgotten, however the present is with us and we trust it won't be a repetition of what many of our members passed through during the year 1921. With shipyards almost closed from coast to coast and many contract shops in a similar condition, navy yards in about the same deplorable condition owing to the action of congress in trimming naval appropriations as well as the international conference at Washington, D. C., the result of which has not in any way been favorable to the workers of the world, but "on the contrary in the interest of Big Business, whose fangs have struck at the very vitals of industry, including many of the executives of American railways, who have gone the limit against the railway shop men of America and with a policy that is a disgrace to them and our much boasted civilization as well as un-American and brutish to a body of mechanics who were on the job when Uncle Sam needed real live men in the railway service. Yet regardless of their extreme loyalty in the time of the nation's peril, we are now confronted with industrial battle fields in many sections of the country so as to crush the labor movement if permitted to do so, in order to satis-

fy the thirst of soulless greed of manufacturing and commercial avarice, and under a so-called democratic government of the people, and by the people, but on the contrary the home of trusts, whose real mission is the enslavement of American labor, as the labor history of West Virginia, Kansas and other sections of our country has without a doubt proclaimed to organized labor that justice is passing away through the power of corporate wealth supported by court made law and military activity at the beck and call of the representatives of organized capital. Well may organized labor ponder at present conditions, for the question is, where is the American republic drifting to? But, nevertheless, I have sufficient confidence that the spirit of American justice still lives in the hearts and minds of the vast majority of the American people and later on and in God's good time, will demand in a voice that will resound from the Atlantic to the Pacific, the total abolishment at the ballot box of a system that has brought about conditions that organized labor is now up against. However, let us not forget that plutocracy that holds on to its existence through the courts and other implements of injustice for protection is doomed, as liberty can never be crushed by bullets or the sword, for the savage of olden times who used the club and spear had about as great a sense of justice as many of our so-called captains of industry.

Therefore, let us hold fast to that necessary spirit of organization, and co-operation and wield ourselves together as solid as a link of steel for the future protection of the wage workers of the one-time home of right, honor, recognition and a square deal to all the American people in the year 1922, and ever after. Nothing more or nothing less is the slogan of organized labor.

With success in the future as well as fraternal regards to the rank and file of the International Brotherhood.—Yours truly and fraternally, Thos. Nolan, I. V. P.

Correspondence

Oroville, Calif.

Dear Sir and Brother:

On December 9th, Oroville Lodge No. 690 lost its first member through the death of Brother A. R. Ducourt. Brother Ducourt has been sick for nearly a year. Four months ago he went to the Hot Springs near Chico, but failed to get relief, and he passed away on the morning of Dec. 9th. The last rites of the deceased were held on Dec. 13, 1921. The funeral was conducted by Lodge No. 690, whose members accompanied the remains to the Oroville Cemetery, where he was laid to rest.

He leaves to mourn his loss a wife and two young children. Lodge No. 690 extends its heartfelt sympathy to the bereaved family in their darkest hour of sorrow.

Hoping the future will bring brighted hours after the sting of death. Hoping to see this published in the Journal, I remain, fraternally yours, J. M. Kenzie, Corresponding and Financial Secretary Lodge No. 690.

January 13, 1922.

Dear Sir and Brother:

We wish to direct your attention to the fact that Lodge No. 137, located in Paducah, Kentucky, has subscribed to LABOR for its entire membership.

May we ask that you make favorable mention of their action in an early issue of your publication?

Yours fraternally, LABOR, W. P. Neville, Treasurer.



Officers of District Lodge 44, C. & O. Ry. System. Top Row—Left to Right: Brothers Britt, Barnett, Farmer and Gurker. Bottom Row—Left to Right: Brothers Mooney, Wilcox, Nolan (I. V.-P.) and Montgomery.

Atlanta, Ga.

All Chief Executives and Editors of Labor Magazines.

Dear Sirs and Brothers:

We are receiving any information possible that would lead to the location of one J. H. Early, who formerly worked as a strike-breaking engineer on the M. & N. A., afterwards working in a similar capacity on the A. B. & A., having been dismissed October 11, 1921, for incompetency, but more recently employed by the Pictorial Review Company of Georgia. Personal description being: Age, 42 years; height, 5 feet 8½ inches; weight, about 190 pounds; stoop shouldered. When last seen wore a dark gray suit of worsted material and gray cap. He was traveling in an automobile with one Harvey, initials unknown, about 35 years of age; weight, 160 to 170 pounds; height, 5 feet 4 or 6 inches; clean shaven; a little bald; very red face; very talkative and apparently very intelligent.

Harvey is alleged to have worked on the A. B. & A. as a strike-breaking conductor. Early, prior to his working for the M. & N. A. was a truck farmer at Little Rock, Ark., from September, 1920, to March, 1921, then going with the M. & N. A. His residence at that time being Kensett, Ark., and his father, T. J. Early, now lives at Van Buren, Ark.

In case these men are located, have them placed under arrest, notifying the United States Secret Service, Post Office Building, Atlanta, Ga., who holds warrants for their arrest.

Anyone locating these parties should act with extreme caution in handling this mat-

ter so that parties wanted will not become suspicious.

Chief executives and editors are requested to make mention of this in both their weekly and monthly letters as well as the magazines. Fraternally yours, J. M. Larisey, Acting Chairman Joint Officers' Committee; J. B. Hogsed, Secretary Joint Officers' Committee.

Clovis, N. M.

Dear Editor:

This is the experience of a boilermaker who was laid off on account of reduction of forces and was out looking for work and had a chance to show his brotherly love for a brother workman.

A machinist was laid off on account of reduction in force and was out seeking work in a strange land, was wandering in the bad part of the city and was robbed by a bunch of Carmen. They robbed him and left him to die and went on their way rejoicing. A machinist, who had a job, and was working at the time, passed that way and saw his condition, but went him way and left him. A machinist helper also passed that way and paid him no heed.

Now the machinist and helper were his Brothers in the machinist union; but listen. A boilermaker, passing this way, saw him and went to his aid. He even took off his coat and put it on him; took him to a lodging house, where the keeper of the house was a sheet metal worker. He (the boilermaker) asked the lodging house keeper to care for the man and shelter him, but the lodging house man wanted to know who would pay him for his trouble.

"This Brother is your working Brother, and you ought to give him help."

"Yes," said the sheet metal worker, "But I am not running a free house here. I have a living to make."

"I understand, but you ought to show a little brotherly love for your fellow man, who is down and out."

"I want some assurance of pay for I have rent to pay."

"I have been layed off for some time, and out of work," said the boilermaker, "But here, what I have is his; take this money and care for him and if this don't pay you for your trouble, wire me at Local No. 366."

What we need is more Brotherly Love among the workers. Yours for all that is good, Cliff Cochran.

Hoboken, N. J.

Dear Sir and Brother:

I enclose herewith a photograph of one of Lodge No. 163's oldest members, Brother Robert Gage, Register No. 12215, who is

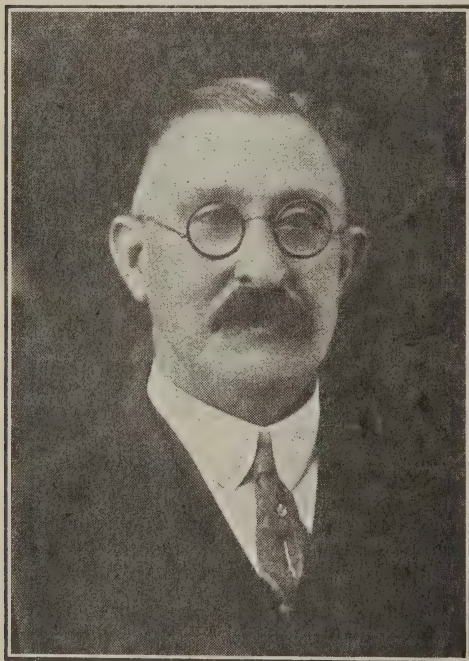


Photo of Brother Robert Gage, a Member of Lodge 163, Hoboken, N. J.

now working for the Central Railroad Marine Repair Company of Jersey City, N. J., as a boilermaker.

Brother Gage is undoubtedly well known by the members of our organization in the immediate vicinity of Port of New York, where he has worked in all the shops. He is a Brother any lodge could be proud of having as one of their own, owing to the

fact that he is of the conservative type. Here recently he demonstrated his knowledge of avoiding unnecessary trouble when young Jack Reilly told him about a fellow who secured a position at above mentioned shop.

Bob related a tale he once heard a prominent clergyman tell as his vision of scabs after being compelled to associate with them for a short time. After God finished the rattlesnake, the toad and the coote, he had some awful substance left, with which he made a scab. A scab is a two-legged animal with a decayed soul, a water-sogged brain, a combination backbone, made of jelly and glue, where others have their hearts, he carries a tumor of rotten principles. Esau sold his birthright for a mess of pottage; Judas Iscariot sold his Saviour for thirty pieces of silver; Benedict Arnold sold his country for the promise of a commission in the English army; when a fellow decides to degrade himself that much as to become a scab, he sells his birthright, his country, his wife, his children and his fellow men for an unfulfilled promise from a trust or corporation. A real man is never a scab and unless a fellow is a real man he is not wanted, not only at this plant, but any other shop on earth.

After hearing the above story, young Reilly was very much impressed and decided that there should be a committee appointed, which was done, to see that the scab that had got into their midst, should be done away with. The committee appointed consisted of Brothers Jack Coffey, Jack Ryan of Lodge No. 16, and Brothers Louie Smith and Jack Reilly of Lodge No. 16, who acted as chairman. They decided to secure an interview with Mr. Kipp, who is master mechanic. An interview was granted and full particulars concerning the case was related and results were that the traitor was discharged. With the thought in mind that this affords me as an officer of Local No. 163, a golden opportunity in behalf of those from both Lodges Nos. 163 and 16, to thank Mr. Kipp for showing the consideration he did, which no doubt eliminated trouble that would have been felt by both company and Brothers employed there.

In conclusion, allow me to say that I know of no better way for a Brother to start the New Year than to pay up his arrears, his assessments, etc. Perhaps some loving spouse, some tender sweetheart, not knowing what to give her better half or husband-to-be for Christmas, has suggested that he accept the equivalent of her gift in currency. I would suggest that Brothers accept it, then look at your card.

We need the money as well as you do. This sounds rather harsh, but knowing as we do, what the Brothers do with the money that is given them for Christmas, we feel that you could do nothing better than purchase a paid-up card in your Lodge, especially when you are in arrears.

The officers of Hudson Lodge No. 163, beg

to convey to all through this medium, their best wishes for a happy and prosperous New Year, and they also hope that you will gird yourselves with new and shining armor in whatever difficulties may arise during 1922, for the glory of good old Lodge No. 163.

Hoping you will find space for both photo and letter, I remain, yours fraternally, D. J. McGuinness, Corresponding and Financial Secretary.

New Orleans, La.

Dear Sir and Brother:

Kindly publish the following in the next issue of the Journal:

It was the will of our Lord, the Almighty, to remove from our midst our beloved Brother, Thomas Giltropt, and we, the Brothers of Crescent City Lodge No. 37, extend to his family our heartfelt sympathy in this, their hour of bereavement and pray that the Almighty Lord may console them in their sorrow.

I beg to remain, yours truly, B. J. Schreiner, Corresponding and Financial Secretary, Lodge No. 37.

Kindly publish this in the next issue of the Journal, as a boomer dropped into my office on his way through the city of New Orleans, in search of work, and requested me to send this to you to publish.

Out of Work and Out of Funds.

They tell me Ja, you have no work; and up against it sure;

And of the many hardships that you must adore.

Say, old man, here's a hand; mighty to help you then.

I am with you Ja, till the skies are blue.

We know you've done your share on the fields of France,

To help to save your country, and stop the Pestilence.

A true, patriotic man

You fought and stood for Uncle Sam;

And now you are down and out, and he doesn't give a D—.

Many a chap who fought upon the field, and has been treated bad,

But when the war was on, Uncle Sam was mighty glad

To find the American sons, ready and willing to face the gun.

But now the war is done,

And he forgets the Glorious Victory they had won,

Keep your courage, Ja, don't get to feeling blue,

There was many a land who went across, a heap worse off than you.

Who gave his all, and shed his life,

To help to end the bloody strife;

Today he is out of work and funds,

No place to shelter him tonight.

A. J. Dempsey, Register No. 102275. Yours fraternally, B. J. Scheiner, Secretary, Local No. 37.

Spirit Lake, Idaho.

Dear Sir and Brother:

The Single-track Mind.

Hello, Brothers! Happy New Year! I greet you with that age-old salutation, a remaining token of grand generations past, but like the voice in ancient halls, the very words seem to echo and mock me. For the question to the average man is, how under the conditions can it be. I headed this, the single-track mind, and I do not want to be misleading, there is too much of that being practiced already, not only by others, but by ourselves and on ourselves, wherefore I get the single-track mind. So many people are so absorbed in their own interest, as to be virtually ignorant of his fellow men's requirements in this day of the strenuous practice of professionalism, the man who would ride the ever-increasing sea of existence, must give himself up, almost wholly, mentally and bodily to his profession. Thus to him is assured the only secure meanings of earning his bread.

These conditions of acquired ability to earn naturally affect to a great extent, the individual's view of life, as affecting himself and others, I will give such an illustration in the opinion expressed by a machinist concerning immigration to the United States. He said let them come, they can't do mechanics' work. So for such men's benefit let me say that Europe does not send to the United States for her mechanics, but makes and repairs about as much machinery as the United States.

I also think if such men will kindly observe the amount of foreign born mechanics he comes in contact with, he may begin to wonder how mechanics are made, and why and how they get here. Well, you might imagine how his expressed little concern on immigration struck me. Who was a boilermaker helper I knew and he ought to know that they could do helpers' and laborers' work, so where was his feeling for his brother man.

I will endeavor to point out to his kind, if there is any more, how this is going to affect him, and also why mechanics are made. It is the inclination of all people to follow the lines of least resistance and those of most reward, and because of that human trait, the ditch digger, the wood chopper, the farm hand is always battling adverse conditions to gain positions of more remuneration, and can any man be so ignorant of the laws of progress, as to not know that Abraham Lincoln rose from a rail-splitter to the president of our beloved nation, that Thomas Edison and many other great men, were not always the great knights of industry and influence that they are today, and in most men there exists that human trait, the ever ready desire for progress. So it is we read of many great men, who lowly start in life, mounted the thrones of greatest success. So let no man feel secure, when another is insecure. Help others and

it will help you. Let us try to double-track our brain and see what we can make the New Year bring. Fraternally, C. E. Rany.

Pittsburgh, Pa.

Dear Sir and Brother:

Kindly insert the following in the next issue of the Journal.

It has pleased the Almighty in and His wisdom to remove from our midst to the land of everlasting life and where he shall know no sorrow or pain, our beloved Brother Michiel McNulty. We his brothers of Smoky City Lodge No. 154, do hereby extend our heartfelt sympathy to his bereaved mother and her family, and we pray that the Almighty God will comfort and



Michael McNulty (Deceased) Formerly a Member of Lodge 154, Pittsburgh, Pa.

guide them in life's great battle. In the death of Brother McNulty, Smoky City Lodge No. 154 lost one of its most faithful workers, as Brother McNulty was always on the job in his tireless efforts to do good for Lodge No. 154.

Now Brother Casey you will find photo of Brother McNulty which you will insert in the Journal as Brother McNulty was well known throughout Oklahoma, Texas, Louisiana and New York City, where he had a host of friends. Brother McNulty took a very active part in the big Oklahoma strike several years back. Fraternally yours, Peter McLaughlin, B. A.

Beaumont, Tex.

God, in his infinite wisdom, has removed from our midst and taken to the great beyond, our Sister, Mrs. W. H. Thompson, wife of our respected Brother, W. H. Thompson. In life she devoted herself to

the duties of her station in life, never complaining, and ever subjecting herself to the will of him who alone has jurisdiction over life and death. Therefore,

We, the members of Queen City Lodge No. 587, do most deeply deplore the untimely death of our departed Sister, and extend our sincere sympathies to Brother Thompson over his great loss. C. R. Royston, W. S. Garrity, F. B. Shannon, Committee.

North Platte, Neb.

Dear Sir and Brother:

Kindly publish in your next issue that Cody Lodge No. 118 wishes to extend their deepest sympathy to Brothers Vincent and Marcus Moore in the loss of their mother. We also wish to extend to them and the remaining members of their family, our heartfelt sympathy and pray that our Almighty God may comfort them in their great sorrow.—Geo. W. Anderson, Corresponding Secretary.

Fargo, N. D.

Dear Sir and Brother:

The officers and members of the Boilermakers and Helpers, Local Union No. 708, herewith tender Mrs. Nels O. Nelson and family in their time of sorrow, their most sincere and heartfelt sympathy. May your worry and troubles be lightened to know that your husband and father had a large circle of friends that will miss him as a good shopmate and his kind disposition will long be remembered in our midst. Andrew Nelson, Corresponding Secretary.

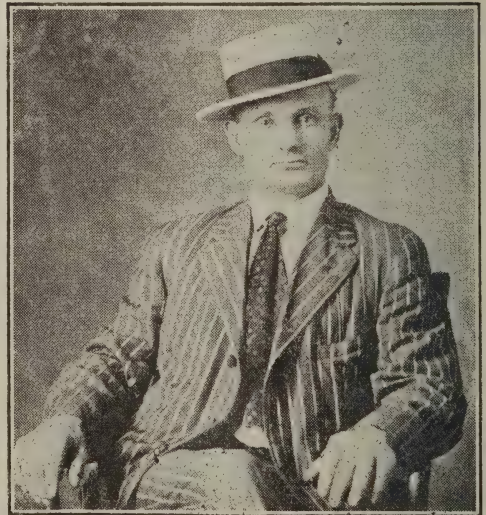


Photo of Brother J. F. Bodey, or Brodey (Deceased). Anyone Knowing of the Relatives of This Brother Will Please Send Same to the Editor for the Benefit of His Widow.



INTERNATIONAL OFFICERS AND MEMBERS OF THE EXECUTIVE COUNCIL.
 Back Row—Left to Right: V.-P. J. P. Ryan, V.-P. John Schmitt, V.-P. M. A. Maher, V.-P. J. P. Merrigan, V.-P. John Coots. Middle Row—Left to Right: V.-P. R. C. McCutcheon, Sec'y.-Treas. Joe Flynn, Int. Pres. J. A. Franklin, Asst. Pres. Wm. Atkinson, V.-P. John J. Dowd.
 Front Row—Left to Right: V.-P. E. J. Sheehan, V.-P. Harry J. Norton, Ed.-Mgr. J. B. Casey, V.-P. Thomas Nolan.

Teague, Tex.

Dear Sir and Brother:

I am sending you a piece of poetry that I composed myself. I am a Boy Scout and the son of a boilermaker. If you can find a place in next month's Journal to publish it, I will appreciate it.

An Unknown Soldier.

There lies today an unknown soldier in his grave

Who for his country his life he gave;
 To serve his country, "America," he thought best,
 And now, today, he is at rest.

Now, let this be a lesson to you.
 Today he lies under the skies of blue.
 Although he did his very best,
 To serve his country the good U. S.

The word spoken by President Harding,
 Were as soothing as the air of a summer morning.

The unknown's flag wrapped casket
 Was as beautiful as flowers in a basket.

Through the religious service that followed,
 Everyone choked back sobs as they swallowed.

And last of all "Taps" was blown;
 For the unknown had gone home.

Tracy Bennett.

East Boston, Mass.

Dear Sir and Brother:

Some time ago Brother Thomas J. Farmer waxed eloquent on the floor of this Lodge in opposing the infringement made by marine engineers in our class of work. The

matter was taken before our legislative agent, Brother Davis, by Brother Farmer and Brother Davis doubtless did all he could to have the evil remedied.

Brother Farmer is no longer a business agent, but it would be well for him and a number of other boilermakers, who in the past ten years or more have been treated pretty good by this organization, to keep their eyes open, and if they can, when they have an opportunity, have some steps taken to discourage "alien and non-union boiler-makers and shipworkers" from working in government work, to the almost practical exclusion of American citizens and good union men, they will win the admiration and gratitude of the courageous men of Boilermakers, Iron Shipbuilders and Helpers of this vicinity, who have endured much suffering and have made so many sacrifices for the welfare of their organization, during the past year.

At the January 2nd meeting, the officers for 1922 were installed by Past President, Brother John J. Minton, and the enthusiasm manifested augurs encouragingly for the life of the lodge for the coming year, despite the dastardly assaults that are continually being made on our organization by parvenus and parasites, who need a drastic cauterization to prevent the spread of the gangrene of their non-unionism from disintegrating organized labor in this city and state in our line of work.

Brother Herman Kulberg, like a fragrant oasis in the desert of Sahara, still keeps the faith of trade unionism regardless of the lamentable fact that about all but himself, who are employed by the Russell & Reagan boiler shop of Boston have fallen by the way-side as regards their duties and

their obligations to Lodge No. 585, and there international organization.

It is refreshing to note that ex-President, Brother Wm. F. Irwin, has assured the Lodge that he will continue to take an interest in the welfare of the Lodge, Brother Irwin says "its comparatively easy to be a good union man in times of prosperity, but the real test of union manhood comes when the loyal unionist's physical powers are impaired and his mental weapons of defense are beleaguered by the merciless withering blasts of adversity."

The writer can truthfully say that he knows of no better types of trade unionism hereabouts, who have stood that test than our tireless and efficient financial secretary, Brother Wm. F. Nyhan, our Beau Brummell President, Brother John H. Hancock, our "never-say-die" Vice-President, Brother Daniel Higgins, and Brothers Bernard McDonnell, Charley Smith, Johnny Hankard, Bob Mills, Trustees James J. McCarthy, Herman Kulberg, John E. Andres, Ex-President John J. Minton and that fearless warhorse, Brother (Red) John J. Welsh. Yours fraternally, D. B. McInness.

Chaffee, Mo.

Dear Sir and Brother:

The officers and members of Lodge 531 desire to express their gratification of the knowledge of their former foreman, Mr. C. F. Clyde who has gone into business for himself, repairing boilers and stacks, at Amory, Miss., and are glad to know that he is making out all right, and hope he will continue. We are always gratified to know that our members are successful in their chosen occupation, even outside the regular routine of employment, and are able to do business for themselves.

We are glad to be able to report that all of our members are working steadily and a small increase in the force has taken place recently. However, at the present time there is no indication of a further increase in the near future.

The finances and affairs of the local are in good shape, and we hope they will continue so indefinitely. The past year has been a fairly good one to our lodge having increased our membership very materially during that time.

Yours fraternally, Edward Hedges, Pres. Local 531.

Algiers, La.

Will you kindly publish the following in the next issue of the Journal.

The members of Local No. 442 of New Orleans, La., present this in commemoration of our departed Brother, Charles R. Reynolds, who was electrocuted on Tuesday, Nov. 8, 1921. Brother Reynolds was a worthy member of our organization. He was employed in the Trans-Mississippi shops in McDonoghville, La., and was esteemed by all who knew him, and we unan-

mously extend our deepest sympathy to his bereaved widow and family in their hour of sorrow.

The members of Local No. 442 also present this in commemoration of our departed Brother, H. J. Erickson, who died on Nov. 2, 1921. The members of Local No. 442 extend their deepest sympathy to the family of the deceased Brother H. J. Erickson in their recent bereavement, who was a wholehearted organized labor man, and an active worker in our organization, whose loss we mourn. We extend our deepest sympathy to his beloved relatives in their hours of sorrow. G. E. Meyer, Corresponding Secretary.

Dubuque, Ia.

Dear Sir and Brother:

Please publish the following in the next issue of the Journal. We herewith acknowledge the receipt of \$7.50 donated for Brother Roy Baker, Register No. 154505. In behalf of Brother Baker the members of Lodge No. 15 wish to thank the various Lodges for their donations and interest shown in his behalf.

Amount previously acknowledged...	\$150.65
Lodge No. 541, Bedford, Ind.....	1.00
Lodge No. 613, Marmouth, N. D.....	2.50
Lodge No. 736, Brownwood, Tex.....	3.00
Lodge No. 599, Paragould, Ark.....	1.00
Total amount to date	\$158.15

Wishing the membership a happy and prosperous New Year, I beg to remain, E. D. Faatz, Recording Secretary.

New Orleans, La.

Dear Sir and Brother:

It was the will of our Lord, The Almighty, to remove from our midst, our beloved Brothers, Ed Monagan, Lewis Lorio, and Thomas M. Flynn, and we the Brothers of Crescent City Lodge 37, extend to these family, our heartfelt sympathy in this, their hour of bereavement and pray that the Almighty Lord may console them in their sorrow.

I beg to remain, very truly yours, B. J. Schreiner, Cor. Secty. and B. A.

Philadelphia, Pa.

Dear Sir and Brother:

Enclosed I am sending you a complete list of donations received for benefit of the strikers of William Cramps Ship and Engine Building Company, who wish to thank all who help them in this wonderful fight. By the time this issue of the journal is published the men will have been on strike one year, January 17th, and we are proud to state that we have not lost twenty-five men altogether.

Again thanking all who donated and with best wishes from all striking Brothers, we beg to remain, H. L. Murry, Chairman and Treasurer Strikers' Committee; T. J. Cavan, International Representative.

Philadelphia, Pa., Jan. 6, 1922.

Donations Received for Benefit of Cramp's Strikers.

Local No.		Local No.		Local No.	
19	Navy Yard Fitters.....\$ 352.75	331	M. F. Glenn..... 25.00		Navy Yard Fitters..... 295.75
261	B. Hannah..... 69.50	331	J. J. Sweeney..... 85.25		Hibernian Rifles..... 100.00
	Mrs. Rush..... 600.00	331	J. J. Sweeney \$1,000 L.B. 980.80		E. B. Barfield..... 10.00
	Ladies' Aux. 670.95	263	L. O'Neill..... 10.00		Mrs. McManus..... 245.00
331	J. J. Sweeney..... 49.00	62	W. Woolver..... 2.50	264	Wm. Phillips..... 5.00
19	B. Hannah..... 65.50	450	L. A. Freeman..... 20.00	410	R. S. Kennedy..... 460.00
	Girls..... 17.19	555	M. Cooper..... 62.00	707	A. E. Esmond..... 15.00
261	D. Glick..... 46.25	331	E. J. Dickson..... 5.00	410	R. S. Kennedy..... 110.00
261	D. Glick..... 32.35		Doughnut Women..... 8.00		Coffee Party..... 35.00
	Navy Yard Fitters..... 286.25	329	H. McCafferty..... 2.00		Myers & Johnson..... 10.00
	Girls..... 25.00		H. L. Farrington..... 200.00		Carman O. R. Allen..... 1.00
	Walter Book..... 41.00		Nativity C. C..... 135.00		T. E. Miller..... 3.50
	Miss Duncan..... 11.00	488	J. Hammond..... 100.00		R. H. Henderson..... 1.00
	Agnes Toner..... 5.00	293	H. Lindsay..... 10.00		Mrs. McManus..... 3.50
	Ladies' Aux. 521.60	95	D. Ritter..... 2.00		Mrs. Reynolds..... 159.50
	Navy Yard Fitters..... 127.00		Croatian Sing. Soc. 100.00	331	J. J. Sweeney..... 10.00
331	J. J. Sweeney..... 49.00	261	D. Glick..... 143.55	261	D. Glick..... 77.08
	Mrs. Walsh & McKean..... 251.60	139	G. Smart..... 5.00	261	D. Glick..... 61.75
	Auction..... 11.50	423	Heaton..... 10.00		Navy Yard Fitters..... 352.00
	Girls..... 43.00	132	M. Peoples..... 5.00	261	D. Glick..... 36.75
115	A. Clifton..... 10.00	233	P. J. Willson..... 5.00		Pioneer A. C. Will, Del. 100.57
261	D. Glick..... 47.75	Dist. 51	P. J. Willson..... 10.00		Mrs. Johnson..... 96.05
	D. Glick..... 17.50	Dist. 48	T. Willson..... 300.00		Ca Van former Shop Mates
	Navy Yard Fitters..... 426.00	135	H. Rittinger..... 5.00		Wilkes Barre..... 40.00
19	B. S. Hannah..... 62.50	450	M. Cooper..... 18.50		Parkside A. C..... 62.16
19	B. S. Hannah..... 61.00		Navy Yard Fitters..... 568.25	17	B. S. Fischer..... 500.00
	Navy Yard Fitters..... 268.50	17	B. S. Fischer..... 600.00	331	J. J. Sweeney..... 175.00
514	Fred. Glenn..... 32.10	19	R. S. Hopkins..... 131.00	261	D. Glick..... 53.75
	Navy Yard Fitters..... 274.00	433	R. B. Garte..... 2.50		Thos. Nolan..... 10.00
19	B. Hannah..... 60.50	55	J. H. Browning..... 50.00	Car	Men 59 O. H. Williams..... 2.00
	Mrs. Higgins..... 146.00	331	J. J. Sweeney..... 39.50	Car	Men 309 A. Schurchten- berg..... 2.00
17	B. S. Fischer..... 22.00	331	J. J. Sweeney, \$1000 L.B. 984.13		Mrs. Fennerty..... 411.95
261	D. Glick..... 12.00		M. F. Glenn..... 10.00		J. Hammond..... 180.00
	Coffee Party..... 71.00		Austrian Sea Coast	488	Mrs. Golden & Duffy..... 59.50
	Ladies' Aux. 312.93		Ladies..... 50.00		Navy Yard Fitters..... 595.71
	Navy Yard Fitters..... 245.25	126	A. Adamson..... 10.00	19	R. S. Hopkins..... 67.00
Dist. 48	J. Long..... 150.00		Tea Party..... 70.00		Mrs. Reynolds..... 4.25
19	R. S. Hopkins..... 47.00	17	B. S. Fischer..... 1,000.00	331	J. J. Sweeney..... 125.00
	Prize Drawing..... 830.00		Navy Yard Fitters..... 481.85		Rev. C. H. Woolston..... 25.00
	G. W. Busch..... 25.00	217	T. W. Howth..... 17.00	17	B. S. Fischer..... 200.00
	Ladies' Aux. 224.05		Basket Ball..... 48.75	261	D. Glick..... 35.25
19	R. S. Hopkins..... 52.00	17	B. S. Fischer..... 600.00		Italian Barbers..... 21.00
	Prize Drawing..... 345.75	488	J. Hammond..... 100.00	368	Wm. Roller..... 10.00
23	J. J. Webb..... 100.00		Bro. Iigas..... 1.00		Musicians B. A..... 10.00
361	*T. J. Ca Van..... 557.50		Bro. Sheehan..... 1.00		Juvenile Pickets..... 15.00
19	R. S. Hopkins..... 20.00	331	J. J. Sweeney..... 12.00	19	R. S. Hopkins..... 67.00
180	E. T. James-Pen Argy..... 7.05	282	Chester, Pa..... 50.00	331	J. J. Sweeney..... 50.00
261	Camden..... 38.00	322	J. P. Kelley..... 20.00		Ladies' Aux. 1,022.47
402	E. Snyder..... 5.00		Basket Ball..... 176.81		Navy Yard Fitters..... 273.70
	P. Mahan..... 4.50	348	R. H. Davis..... 1.00	Car	Men 381 J. J. Driscoll..... 5.00
	P. Mahan..... 4.50	351	E. R. Fitzgerald..... 25.00		Mrs. Groves..... 307.20
	P. Mahan..... 4.50	749	C. Hall..... 3.00	331	J. J. Sweeney..... 80.00
361	*T. J. Ca Van..... 556.00		M. J. Bannon..... 9.00	19	R. S. Hopkins..... 51.00
160	T. J. Ca Van-Pen Argy..... 48.00	261	D. Glick..... 90.85		Navy Yard Fitters..... 338.65
235	J. Welch..... 11.00	261	D. Glick..... 195.50	261	D. Glick..... 37.75
	Ladies' Aux. 80.00	19	R. S. Hopkins..... 204.75	261	D. Glick..... 44.50
19	Children Pickets..... 20.15	494	H. L. Farrington..... 500.00		Girl Pickets..... 18.50
361	*T. J. Ca Van..... 13.50		Kate Schaeffer..... 19.58		Boy Pickets..... 5.50
90	C. G. McCoy..... 556.00		Bro. 329..... 2.00	16	A. Smith..... 10.00
81	M. Otto..... 25.00		Howard Smith..... 1.00	163	D. J. McGinness..... 10.00
10	H. O. Britton..... 5.00	19	R. S. Hopkins..... 65.00		P. Mahan..... 4.50
569	J. T. Welsh..... 25.00	331	J. J. Sweeney..... 23.00	361	*T. J. Ca Van..... 583.69
615	F. L. Tyler, Jr..... 10.00	331	J. J. Sweeney, \$500 L. B. 491.31	331	J. Ritchie..... 12.50
331	J. J. Sweeney..... 1,000.00		Anna Kayser..... 18.55	361	*T. J. Ca Van..... 542.00
17	B. S. Fischer..... 1,000.00		B. Lawrence..... 2.50		P. Mahan..... 9.50
494	Wilmington, Del..... 1,000.00		H. L. Farrington..... 25.00	694	F. A. Citro..... 7.00
19	R. S. Hopkins..... 250.00		Hank McGovern..... 10.00		Mrs. Kennedy..... 621.35
	McGovern & Smith..... 15.00		Duncan Hood..... 100.00	361	*T. J. Ca Van..... 642.00
	G. McWilliams..... 10.00	19	R. S. Hopkins..... 133.00	361	*T. J. Ca Van..... 575.00
29	Roanoke, Va..... 5.00	261	D. Glick..... 115.50		E. Sibson..... 226.21
	Croatian Sing. Soc. 28.00		Mrs. Scanlon..... 235.50		P. Mahon..... 5.50
	Croatian Ben. Assn..... 100.00		Polish Rep. Club..... 25.00	361	*T. J. Ca Van..... 560.00
	Austrian Sea Coast Assn. 200.00		Polish Kosloski Club..... 25.00		P. Mahon..... 9.50
450	M. Cooper..... 25.00		Adam Mickiewez Club..... 25.00		P. Mahon..... 9.50
151	E. A. Manox..... 5.00		Ladies of St. Lawrence..... 2.00		Labor Day Tickets..... 32.37
526	W. E. Wilcox..... 5.00	507	J. M. Dauchause..... 25.00		Block Party..... 97.00
54	J. Fletcher..... 3.00		Basket Ball..... 50		Block Party..... 81.12
17	B. S. Fischer..... 600.00		Navy Yard Fitters..... 408.75		Rummage Sale..... 13.00
	Navy Yard Fitters..... 71.50	55	J. H. Browning..... 25.00		Labor Day Tickets..... 8.50
	New York Ship..... 7.50	17	B. S. Fischer..... 600.00		Ladies' Aux. 11.00
212	J. Martin..... 5.00	331	J. J. Sweeney..... 2.00		James O'Donnell..... 58.33
585	J. Hankard..... 10.00	Car	Men 278 L. Lawson..... 18.00		Block Party..... 88.39
483	E. B. Johnson..... 10.00	36	G. D. Crosby..... 100.00		M. White..... 2.90
261	D. Glick..... 280.75	488	J. H. Hammond..... 100.00		I. Aurbach..... 5.00
19	R. S. Hopkins..... 156.50		Farrington..... 15.00		Prize Drawing..... 118.95
17	B. S. Fischer..... 600.00		Tyrone Men..... 25.00		Ladies' Aux. 100.00
740	R. Jurgeson..... 5.00		Basket Ball..... 28.00	287	Wilke Barre, Pa..... 62.00
375	J. F. Boyle..... 5.00	463	J. Knopp..... 25.00		
726	J. E. Copeland..... 5.00	19	R. S. Hopkins..... 102.20		
				Total	\$37,947.40

Note—(*)—Is donations from strikers of locals Nos. 205, 361, 329 and 410, from their strike benefits. Signed, Harry L. Murray,

Chairman and Secretary; T. J. CaVan, International Representative.

Nashville, Tenn.

Enclosed find photo of Albert L. Oles, boilermaker, Register No. 10106, initiated in Local No. 419, Jan. 28, 1910, and a member of Local No. 42 for the last two years. This worthy brother has deserted his wife and two small children, and left owing this local

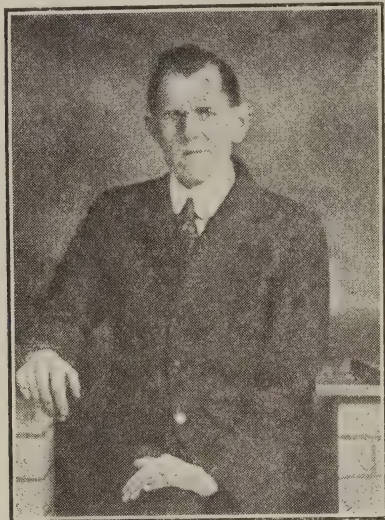


Photo of Albert L. Oles, Whose Whereabouts Are Wanted by Lodge 42, Nashville, Tenn.

\$17.00, and several debts for his wife to pay. She has appealed to us for assistance, and we are doing everything we can to help her.

We want this photo and letter published in the Journal, for the knowledge of the members at large who may come in contact with this man.

Thanking you, and with best wishes consistent with the season, I am, yours fraternally, L. C. Peal, Financial and Corresponding Secretary Lodge No. 42.

Louisville, Ky.

Dear Sir and Brother:

Local 102 public installation of officers for the year of 1922 was held Saturday evening, Jan. 14th at Machinist Hall, Tyler Bldg. Local 102 turned out almost 100 per cent with their families and friends and the hall was packed past seating capacity. An invitation was extended to all of the foremen of the boiler departments, but luckily only two accepted same and both enjoyed their evening very much. Before the installation, Col. Brewer, Editor and Manager of The Louisville American made a short address on labor conditions in this city and urging the housewife to demand the label. Bro. Jas. F. Dalton, President of Union Labor Temple, was called upon to install the officers, which was done in the most delightful manner. Bro. W. Smith, machinist representative of Railroad Cen-

tral Body made a short address in which he urges every man and woman to get in touch with representatives at Frankford and see that they support the wage bill for women.

Bro. Dalton then made a short address explaining the plans of the Labor Temple and urging the housewife to see that her husband holds two or more shares of stock as the stock sold at present will start the new building, break ground in March and lay corner stone in April. A committee of four hundred has been appointed for this occasion and wishing that the next installation of officers of Local 102 will be held in our new home Labor Temple.

Mr. Wood Axton, strictly union tobacconist, made an address on working conditions for women. The committee in waiting served ice cream, cakes and cigars and had plenty for all. Music was furnished by Bros. Nowak, Smally and Herbert. Dancing finished the evening until 11:30 p. m., everybody expressing what a good time they had. This was the first event of this kind Local 102 committee ever tried, and they were more than pleased with the large attendance.—Fraternally yours, Wm. Wald, F. X. Greenwell, I. W. Hutchison, Com.

Minneapolis, Minn.

Dear Sir and Brother:

Kindly insert the following in the next issue of the Journal:

It has pleased the Almighty God in His divine wisdom, to remove from our midst, into His presence, and where he shall know no sorrow or pain, our beloved brother, husband and father, Frank S. Johnson, better known among his fellow workers, as Live Wire.

We, his brothers of Flour City Lodge No. 11 do hereby extend our heartfelt sympathy to the bereaved wife and family, and pray that the Almighty God will comfort and guide them in life's great battle.

In the death of Bro. Johnson the organization has lost a most ardent worker. He was ever ready to assist a brother, and always had a smile for everybody. Bro. Johnson at the time of his death was foreman boilermaker at Devils Lake, N. D., and was accidentally shot while on a hunting trip.

Fraternally yours, A. M. Dustin, Cor. Secy.

Chicago, Ill.

Dear Sir and Brother:

Kindly insert in the next issue of the Journal.

It has pleased the Almighty God in His divine wisdom to remove from your midst to the land of everlasting life, Michael Leahey, father of Brother Charles Leahey. We, his Brothers of Lodge No. 454, do hereby extend our heartfelt sympathy to himself and family, and pray that the Almighty God will comfort and guide them in life's great battle. Yours fraternally, alter Love, Secretary.

Hoboken, N. J.

Dear Sir and Brother:

Kindly insert the following few lines in next regular issue of Journal:

We, the officers and members of Hudson Local 163, wish to express our deepest sympathy to Mrs. Wm. Flynn, both individually and collectively in these, her hours of sorrow.

Brother Flynn died on January 8, 1922, and the news of his death was a shock to all in this part who have known him for years. As an officer of Local 163, I wish to thank Brother Jack Coffey, of Local 16, for his untiring efforts in trying to assist our deceased brother's wife. I also wish to thank Brother J. H. Reilly, Jr., and the others, who gladly offered their assistance to this unfortunate woman.

In conclusion I hope the Almighty God may comfort and console Mrs. Flynn and that He may give her the strength to bear her sorrow with fortitude.—D. J. McGuinness.

Shreveport, La.

Dear Sir and Brother:

Herewith change in roster for Local No. 329, Shreveport, La. Our Local is in good condition and we are proud of our membership, being able to hold wages fairly good in our industrial plants in this city. You are aware of conditions in our railway shops, but we all live in hopes of a stable condition sometime in the future.—Fraternally yours, G. Spratley, Pres. 328.

Regina, Sask., Can.

Dear Sir and Brother:

It is requested by Local No. 359 that you insert in the Journal notice of the death of our late Brother, Thomas Galvin, who died Dec. 23rd, leaving a wife and one child.

Take warning by the sudden Call

You may for Death prepare,

For it will come you cannot tell

The manner, when nor where.

Yours fraternally, Harry Mathews, Financial and Corresponding Secretary.

Los Angeles, Calif.

Gentlemen:

Enclosed we are sending you copy of an article which the Central Labor Council and the Building Trades Council of Los Angeles request be printed in your Journal.

We are hopeful that you can give this a prominent place in your publication.

Thanking you in advance, and with best wishes, I am, fraternally yours, John S. Horn, Secretary-Treasurer Los Angeles Central Labor Council.

Los Angeles, Calif., Dec. 20, 1921.

The most widespread and systematic boycott ever launched and carried on in the history of the labor movement of America is that of the Los Angeles Central Labor Council and Building Trades Council against four

moving picture studios, which locked out every union mechanic in their employ last July, when the latter refused to work a ten-hour day instead of eight and accept a cut in pay ranging from \$1 to \$3 per day. Hundreds of skilled men and women were forced upon the streets, thus adding to the already large army of unemployed. But the four studios which attempted to lower wages and lengthen the work day now realize they made a very costly mistake, as practically every trade unionist in Los Angeles is paying a monthly assessment of 50 cents, the vast sum thus realized being devoted to carrying on the boycott. The committee representing the two councils is sending letters to every national and international union and every central body in the United States and Canada, and to every city throughout the world where there is a labor movement. Letters are being forwarded daily to Australia, New Zealand, England, Ireland, Scotland, Wales, France, Italy, Russia and Germany. These letters request that trades unionists and their friends refrain from patronizing any theater displaying films produced by the following Los Angeles studios:

Goldwyn, Lasky-Famous Players, Realart, William Fox and Universal.

Following are the "stars" employed by the four unfair producers:

Goldwyn Studios.

Mary Alden	Tom Moore
Will Rogers	James Kirkwood
Helene Chadwick	Ralph Lewis
Richard Dix	Howard Davy
Colleen Moore	Cullen Landis
Pauline Fredericks	

Universal Film Co.

Herbert Rawlinson	Eileen Sedgwick
Priscilla Dean	Gladys Walton
Harry Carey	Marie Prevost
Art Acord	Frank Mayo
Hoot Gibson	Miss DuPont

Famous Players-Lasky, Realart Corp.

Wanda Hawley	Wallace Reid
Bebe Daniels	Thomas Meighan
Mary Miles Minter	Gloria Swanson
Constance Binney	Elliot Dexter
Theodore Roberts	Dorothy Dalton
Monte Blue	Betty Compson
Jack Holt	Ethel Clayton
Walter Hires	David Kirkwood
Conrad Nagle	Agnes Ayres
Lois Wilson	Julia Faye
Mildred Harris	"Fatty" Arbuckle
May McAvoy	Lila Lee

Wm. Fox Productions.

Tom Mix	Wm. Russell
Barbara Bedford	Shirley Mason
Eileen Percy	Chester Conklin
Jack Gilbert	Al. St. John
Buck Jones	Clyde Cook
Dustin Farnum	Harry Debbs

Every person who reads this article is requested to cut out the above list of producers and "stars" and to consult the list before entering a "movie" picture show. If any one of these names appear on the program in front of the theater on the handbills, the Los Angeles trade unionists ask that you do not spend your money on the enemies of labor.

San Francisco.

Dear Sir and Brother:

I hope that you will find space in the next issue of our Journal for the following article on the Call of a Convention. I will now assume that those who are asking for this convention are absolutely sincere and working for the interest of our Brotherhood as well as any other local in our organization, but I also feel that if the members of No. 293 fully realize what it means to call a convention that they would have never asked for such a proposition to be submitted for a referendum vote.

Our convention held in 1920 cost \$87,926.82. At the present time there is not sufficient money in our convention fund to pay the expenses of holding such a convention, so that if our local organizations should vote for such a convention it means that each local would have to pay the expenses of its own delegate. I am sure that there are a large number of our locals who are not financially able to send a delegate to such a convention. It then means that if a convention is held that it will be a minority convention of our organization, which to my mind can not be a success.

While there is no mention made of it by Local No. 293 I assume that they feel we should reduce our per capita tax and probably should reduce the salaries of our international officers. Both of those propositions I am absolutely opposed to, knowing as I do from years of experience that a reduction in per capita tax will only bring about the results that our employers are now trying to accomplish. The member of our brotherhood who is out of employment can secure an out-of-work stamp for the paltry sum of twenty cents per month.

I am willing to admit that the wages of our membership have been reduced in many places all over this country and if we desire a further reduction in wages, the fastest way to accomplish this will be to reduce our per capita tax and reduce the salary of our international officers who are representing us.

It is only after you go through a bitter strike and find that the international is not able to continue strike benefits, that you realize if our per capita tax were larger we would be able to continue that fight to a successful end.

On page 28 of the January issue of our Journal we find the distribution of funds from 1917 to 1921. We find the total amount is \$3,468,903.00; of that amount \$1,723,844.00 was paid out as strike benefits. There was also paid out to death and disability benefits \$189,108.83. To the support of local business agents for that same period there was paid out \$180,097.06.

The greatest mistake that our Brotherhood ever made was made at the 1917 convention when they did not increase our per capita tax at that time. Had that been done

we would still have, in all probability, \$2,000,000.00 in our strike fund.

Let us assume now that in 1914 when the World War began that every member of our Brotherhood paid ten cents per week into an emergency fund, what amount of money we would have at the end of 1920. At a very rough estimate it would be over three and one-quarter million dollars. Had we possessed that amount of money there are many places in this country where we would not have to accept the reduction in wages that we had to, because we did not have sufficient funds to take care of our membership when on the battle line. It is now proposed to hold a convention to reduce many of the resources that we have at our command.

Should the call for this convention be successful we will at least spend \$50,000.00. We will also create dissension and turmoil all over this country. We will give a golden opportunity to the one Big Union to the I. W. W. and to the Soviet to start his propaganda, and without fear of contradiction every place that the above element has been able to get control they have destroyed every condition that we were ever able to secure.

I in my humble capacity appeal to the locals of our Brotherhood to vote against holding such a convention, because I fully realize that the results will be disastrous. If there are some of our laws, or some of our international officers, whom we do not agree with we must admit that they were both put there by a majority vote, and I as one of the delegates to our last convention pledged my support and loyalty to every officer elected and to every law as made by that convention.

So that now in the year of 1922 instead of voting for a convention let us vote by unanimous vote to stay with our organization and be ready when the opportunity shows itself to get back some of the conditions that our employer has taken away from us. If we can use the above as our motto the employers of this country will soon realize that when our opportunity arrives here we will be ready to take full advantage of the same.

The Department of Labor tells us today that the cost of living is 64 per cent higher than it was in 1914, but still the employers of this country are trying to bring wages down to what they were in 1914. If we ourselves in the Labor Movement are willing to destroy the ammunition of our Brotherhood and reduce our representatives, then there is nothing we can expect only to accept the will of our employer and allow him to compel us to work under any conditions that he sees fit.

There is much more that might be said on this subject, but I hope that the brothers of No. 293 will not feel that I am condemning them for their action. I rather admire them for their stand because I believe that

they feel that they are absolutely right, but I hope that they will see this proposition as I do and will oppose the holding of such a convention.

Our next convention will be held one year from next September and I am sure that every member of our Brotherhood can wait until that time arrives, so that every local in our Brotherhood might then be represented and to make such changes as they deem necessary for the benefit of all of our members. Yours sincerely, M. J. McGuire, Business Agent, Local No. 6.

Sacramento, Cal.

Dear Sir and Brother:

In the January issue of our Journal I see where Lodge 293, of Shawnee, Okla., wants a special convention to revise both the International and Subordinate Lodge constitutions, claiming that the changes made and being made in regard to wages and conditions warrant the same.

From the tone of the resolution it seems to me that the brothers of Lodge 293 desire this special convention for the sole purpose of trying to reduce the salaries of our Grand Lodge officers.

I have never been an advocate of lower wages, nor do I believe that any of the members of Lodge 293 have. We organized for the purpose of bettering our conditions, and we have made considerable headway since organizing.

At the present time it is evident that the employer has the upper hand and has taken advantage of his temporary hold to reduce our wages, but the brothers of 293 will agree with me that they as well as the rest of us tried our level best to hold what conditions we had and look for better conditions still. If the employer has succeeded in reducing our pay some, is that any reason why we, as higher pay advocates should retaliate and reduce the pay of our employes?

Does the brothers of 293 realize that our last convention cost us something like \$78,000? Put this \$78,000 into wages and see how far it will go when you consider that we only raised our officers' salaries \$25.00 per month. We must also consider that there is only a certain percentage of our funds which goes into the convention fund and that was pro-rated so that at the expiration of the three years' time set for our conventions this fund would be just about large enough to defray the expense of the convention. If a convention were to be called at this time each Lodge would be forced to defray the expense of their delegate, or delegates, and we know a great number of our lodges would be unable to send a delegate at the present time. Therefore, we would have a minority convention, and I, for one, do not believe in minority rule.

If there are parts of the International or

Subordinate Lodge constitutions which need changing, there are ways to have this done without a special convention. My wish to the brothers of 293 is that they were at present getting \$10.00 per day. That would give us an incentive here to look for \$10.00 per day, or better. I would not want to see their wages reduced just because I was getting less.

Now brothers of 293, take this in the spirit it is given, let us forget reductions in pay, get it out of our minds and leave room only for higher pay and better conditions. Let us look back to war times, when all our wages were higher than at present, and we were still looking for more; then let us think of the names of the individual or Local who called for a special convention to raise the salaries of our International officers; then let us jot down the date that our International officers went on strike for more pay and the amounts we paid them at double time for overtime, while we had them working to get us better conditions.

While I heartily agree with the brothers of 293 that times and conditions have changed considerably, we must also agree that they are changing continually, and it is our duty to organize more solidly and see that each change is for the better. Let us be good soldiers and always look forward. I will close, wishing the brothers of 293 and the rest of our membership a speedy recovery from the present temporary slump. Fraternally yours, V. J. O'Leary, Local 94.

La Junta, Colo.

Dear Sir and Brother:

Enclosed you will find the names of the newly elected officers of Local No. 77. I have sent Brother Flynn a list.

In retiring from office I wish to thank each and all of the international officers for their kind treatment of me while I held office, and wishing all prosperity in the year to come. Yours fraternally, Wm. T. Blest.

Louisville, Ky.

Dear Sir and Brother:

Local 102 had a public installation of officers at their hall January 14, 1922, before an audience that taxed the capacity of the hall, the officers were installed for the year 1922. After the installation ceremonies which were presided over by Bro. Jas. F. Dalton of Local 40, speeches were made by Col. J. H. Brewer, W. Schmitt of the Machinist, and the Hon. Wood F. Axton, the 100 per cent union tobacco manufacturer and Bro. Dalton, President of the Union Labor Temple. Dancing was indulged in and I must say that everybody had a grand and glorious time. Ice cream, cakes and cigars were the refreshments served.—Fraternally yours, Frank H. Porzig, Cor. Sec. 102.

Saltville, Va.

Dear Sir and Brother:

Kindly publish the following in the next issue of the Journal:

Brother R. H. Ferguson, of Local 718, has gone to his final reward out of our ranks into the company of the millions of an eternal world. While Brother Ferguson was a member of our order in Norfolk and spent his last days there, he spent most of his life in this section, and was well and favorably known among us; therefore, we, the members of Lodge 704, do hereby extend our sincere and heartfelt sympathy to the bereaved wife and family, and pray that our Almighty Father will comfort, guide, and keep them in this hour of loneliness and grief.

In the death of Brother Ferguson our Order has lost one of its most ardent and faithful workers. He believed in the principles of which the Brotherhood stands and was always true to their purpose. His presence and kindness will be greatly missed. He was a loyal member of our order, a most highly respected citizen, a kind and industrious father and husband.

As members of this Order, and as those to whom has been committed a great cause, let us give ourselves more fully and diligently to meeting the needs of suffering humanity and departed brother, and guard carefully the interest and good name of his loved ones left behind.—Fraternally, H. G. Davidson, S. 704.

Sedalia, Mo.

Dear Sir and Brother:

It has pleased the Will of our Almighty Father to send the Angel of Death into the home of our worthy Bro. Bryan Brown and removed from this earth his beloved son. We, the members of Royal Lodge 113, extend to our bereaved brother and wife our heartfelt sympathy and pray that the Almighty God will comfort them in this sad hour of sorrow.

The Angel of Death has again entered our ranks and removed from among us one of our brothers, Oliver T. Temple, and who will be missed by his fellow workers. We humbly bow to the will of the Almighty and we the members of Royal Lodge 113 extend our heartfelt sorrow to the relatives of our late brother.—Geo. J. Devlin, Chas. M. White, C. R. Lowery, Com.

Springfield, Ill.

The deepest sympathy of Lodge No. 81 is extended to our Brother, George Cramp, in his bereavement by the loss of his mother.

Brother Cramp's mother died at her home in Indiana, October 20, 1921, later being brought to this city where interment was made.

Hoping to see this in the next issue of the Journal, I remain, fraternally yours, Nick Otto, Corresponding and Financial Secretary.

La Junta, Col.

Dear Sir:

Little Star Ladies' Auxiliary No. 30, of La Junta, had their officers installed January 4, 1922, the installing officer being their past president. The following officers are Past President, Mrs. Reba R. Blest; President, Mrs. Ella Michenor, 413 W. 6th St.; Vice-President, Mrs. Mary Miller; Chaplain, Mrs. Ollie Clauson; Recording Secretary, Mrs. Fern Allen; Corresponding Secretary, Mrs. Reba R. Blest, 612 E. 6th St.; Financial Secretary, Mrs. Nannie Renner-son, 322 Carson Ave.; Treasurer, Mrs. Ethel McGuire; Guard, Mrs. Lydia Gentry, Trustees, Mrs. Reba R. Blest, Mrs. Lizzie Bagwell, Mrs. C. E. Hoar.

Little Star Lodge, Ladies' Auxiliary No. 30 to Boiler Makers, is a year old and is growing and getting along just fine, trying to help their husbands to get union label goods in La Junta. Our committee is ever on the alert to find out all they can. We are taking new members in every meeting and expect to always have some one waiting to join us at our next meetings. I remain, yours fraternally, Mrs. Reba R. Blest, Corresponding Secretary.

Grand Rapids, Mich.

Dear Sir and Brother:

Kindly insert in the next issue of the Journal:

It has pleased the Almighty God in His divine wisdom, to remove from our midst, to the land of everlasting life, and where he shall know no sorrow or pain, our beloved Brother, husband and father, James LaBatt.

We, his Brothers of Grand River Lodge No. 84, do hereby extend our heartfelt sympathy to the bereaved wife and family, and pray that the Almighty God will comfort and guide them in life's great battle.

Thanking you in advance, you will give this matter your immediate attention, I beg to remain with best wishes, fraternally yours, Fred J. Klumpp, Secretary Local No. 84.

Danville, Ill.

Dear Sir and Brother:

I have been instructed at our last regular meeting of Battleship Sub. Lodge No. 22, held Jan. 3, 1922, with the installation of officers as an order of business and of the installing of Brother B. C. Quast as Vice-President, who has been a very active member of the Brotherhood and was just recently married. Brother Quast passed out the Havanas and received the congratulations of the brothers on taking unto himself a wife after living the life of a bachelor so many years. Kindly give us space in your next issue of the monthly Journal and with best wishes, I remain, yours fraternally, Jos. F. Hetch.

Cincinnati, O.

Dear Sir and Brother:

Please have printed in your next issue of the Journal the following death notice:

It has pleased our Heavenly Father to call from this life our esteemed brother, Robert Brown, and the members of Queen City Local No. 105 wish to extend to his relatives our most heartfelt sympathy in their hour of bereavement, and pray that the Almighty God bless them and give them strength to bear through this misfortune that has befallen them.

Brother Brown passed away December 24, 1921, at his home, Pike and Main, Covington, Ky. Fraternally, R. C. Freeman.

Dubuque, Ia.

Dear Sir and Brother:

Please forward Journals to the address and brothers as listed on the enclosed corrected list. Also please mention in the next

issue of Journal if convenient that the members of Lodge 15 extend to Brothers Franel and Forest Litz and family our heartfelt sympathy for their recent great sorrow through the death of their father. Fraternally yours, Thos. A. Gorman, S. L. 15.

Oelwein, Ia.

Dear Sir and Brother:

Please insert in next issue of Journal if you can. C. A. Smith of Lodge 220, Chicago, now foreman of Oelwein Boiler Shop is very unfair to our organization. Has taken it upon himself to keep us from putting up our notice for regular meeting nights and tears them down when we put them up and is using the B. M. helpers to do all kinds of boiler work. We would like to have all boilermakers stay away from the Oelwein shops until we get a settlement out of the company.—Committee from Lodge 212.

News of General Interest

SOME OF THE REQUIREMENTS OF THE INCOME TAX LAW.

The following statement is issued by Collector of Internal Revenue, H. H. Motter, Wichita, for the District of Kansas.

Forms 1400A, revised and simplified, for filing individual returns of income for the calendar year 1921 of \$5,000 and less will be available Wednesday, January 18, at the office of collector of internal revenue, Wichita, Kan., and the following branch offices: Kansas City, Kas.; Topeka, Salina, Hutchinson and Parsons, Kas. A copy will be mailed to taxpayers who last year filed a return, but failure to receive the form does not relieve a taxpayer of his obligation to file a return on time—on or before March 15, 1922. The form has been reduced from six to four pages, two of which are devoted to instructions which should be carefully read by the taxpayer before filling in the blanks. A study of these instructions will greatly lessen difficulties heretofore encountered in correctly making out the returns.

On page 1, under the head of "Income" are spaces for reporting the following items: Salaries, wages, commissions, etc.; income from partnerships, fiduciaries, etc.; rents and royalties; profit (or loss) from business or profession; profit (or loss) from sale of real estate; profit (or loss) from sale of stocks, bonds, etc., and other income. Beneath are spaces for entering deductions, such as interest and taxes paid during the year; losses by fire, storm, shipwreck, or other casualty or by theft, contributions, bad debts, etc.

On page 2 are spaces for entering explanations of the various items i. e., the total amount of income from business or

profession, with description ("grocery," "retail clothing," "drug store," "laundry," "doctor," "lawyer," "farmer") from rents and royalties, sale of property, etc.

Returns are required of every single person and every married person not living with husband or wife, whose net income for 1921 was \$1,000 or more, and of every married person living with husband or wife whose net income was \$2,000 or more. If the combined net income of husband, wife and dependent minor children equalled or exceeded \$2,000, or if the combined gross income of husband, wife and dependent minor children equalled or exceeded \$5,000, all such income must be reported on a joint return or in separate returns of husband and wife. If single and the net income, including that of dependent minors, if any, equalled or exceeded \$1,000, or if the gross equalled or exceeded \$5,000, a return must be filed. A minor, however, having a net income of \$1,000 or \$2,000, according to marital status or a gross income of \$5,000, must file a return. The requirement to file a return of gross income, regardless of the amount of net income, upon which the tax is assessed is a new provision.

"Net income" is gross income less certain deductions which are explained on the form.

Under each of the above conditions must be filed even though no tax is due. The exemptions are \$1,000 for single persons and married persons not living with husband or wife, \$2,500 for married persons living with husband or wife whose net income for 1921 was \$5,000 or less and \$2,000 for such persons whose net income was more than \$5,000. The exemptions for dependents "a

person under eighteen years of age, or mentally or physically defective" has been increased from \$200 to \$400.

A head of a family—a person who actually supports in one household one or more persons closely related to him (or her) by blood, marriage or adoption, is granted the same exemptions allowed a married person.

The normal tax rates are unchanged, 4 per cent on the first \$4,000 of net income above the exemptions, and 8 per cent on the re-

maining net income. The tax this year, as last, may be paid in full at the time of filing the return, or in four equal installments, due on or before March 15, June 15, September 15, and December 15.

Heavy penalties are provided by the new revenue act for failure to file a return and pay the tax on time.

Announcement will be made through the press of the date of release of forms 140 for filing individual return of income of more than \$5,000.

CAPITAL'S LABOR-CRUSHING MOVE IS ASSAILED BY BISHOP SCHREMB'S.

By Rt. Rev. Joseph Schrembs, Bishop of Cleveland.

If the open shop movement, which seems to be sweeping the country today, has for its purpose the destruction of organized labor, it is a colossal mistake.

The right of the laboring man to unite with his fellows for protection of his interest and promotion of his welfare from every point of view is fundamental. Any effort to deprive him of this right or to interfere with its effective and lawful operation, must be fraught with the most serious consequences to society at large.

Organized labor has made its blunders and may be perhaps charged with serious excesses here and there.

But neither is capital guiltless on this score. Capital is more blamable in this respect because from a human viewpoint it is more powerful, even better organized, and possessed of greater resources.

Capital and labor are mutually necessary to each other. Both have the right to organize. In fact, both must be organized. But instead of warring upon each other, both organizations should seek a just and effective mode of co-operation.

Instead of seeking to destroy each other, either by use of power and influence which money can buy, or by the brutality of mob violence and slugging, co-operation, based upon the reasonable recognition of mutual rights and the possibility of satisfying the elemental longings for the happiness of home and life, should be the aim of both.

Collective bargaining is a fundamental right—without it labor is at the mercy of the unscrupulous employer. There are employers who are both reasonable and just and there are those who are unreasonable, selfish, greedy and unjust.

Collective bargaining will do no harm to the man who wishes to conduct his business honorably and justly. It is the only protection the laboring man has against the greedy and slave-driving employer.

Honest employers have nothing to fear.

The question of the hours of labor must ever stand in relation to that other question of giving the laboring man sufficient time for rest, recreation and for decent home life.

It is very hard at times to locate the real source of big movements. On the surface it would seem this present war against organized labor is based on the necessity of stabilizing conditions and bringing them to a normal standard.

This, I take it, is the reason alleged by most of those who are engaged in this movement.

The World War and its aftermath have left us many sad relics. One of them surely is the spirit of unrest pervading the world today.

Honest study of conditions, friendly discussions and a spirit of helpful co-operation alone can show the way out of the present muddle.

All of this should be based upon the great virtues on which rest the fabric of human society—justice and charity.

Justice, giving to everyone his due and dealing with everyone as we would have everyone deal with us; charity, that bond of love which unites all men in brotherly affection and love as the children of our common father, God.

The brotherhood of man, based on the fatherhood of God, is the cornerstone of social peace and happiness.

SAFETY FIRST AND WHAT IT MEANS.

By G. C. Lewis, Engineer, Peach Creek, W. Va.

The Safety Movement, though still in its embryonic state on a majority of railroads, has, by its application, wrought immeasurable benefits to all concerned. It is an epoch in the history of Railroad life. A movement in which every employe from the highest official to the most humble laborer, regardless of creed, color or station, has a

voice in the affairs affecting his every day conditions.

In the past a common laborer or mechanic rarely thought of offering a suggestion which would eliminate some unsafe condition or practice which existed in his vocational environments; he may have casually called the attention of his superior

to the matter and if that official saw fit to rectify the existing conditions it was all well and good. If on the other hand he was indifferent there was nothing done and the unsafe condition remained to jeopardize the safety of these employees. This movement obviates this carelessness on the part of the supervisor, as now if he should show no inclination to eliminate unsafe conditions, the employee has simply to make out a suggestion card and turn it into the local or terminal safety committee, who will give it full consideration.

The knowledge of this has put the average employee on the alert with the result that since the adoption of the movement there have been overcome a number of dangerous conditions that have in the past been a menace to life and property. These conditions existed because it was nobody's business in particular to correct them. Now that it is everybody's business the matter is brought to the attention through the Safety Committee of the one in authority who has power to make the necessary improvements. Invariably the unsafe con-

dition is rectified, or the unsafe practice is abolished.

As stated before, the resultant good is immeasurable, but a close comparison between statistics on personal injuries and fatalities of the present, with those of similar period prior to this movement, will show gratifying results. When this movement was first inaugurated it was considered by many as a joke, I myself took the matter lightly, but reviewing the past in my retrospective mood and noting the wonderful results attained, all doubt of the efficiency of the movement has vanished and those skeptics have become the most loyal adherents to safety.

Now as we have attained such good results, let us not consider our task done and become derelict in our duty. We should persist in our endeavors to bring about even greater results and it behooves every employee to take an active part in the campaign for safety. In making conditions safe for yourself, you are likewise making them safe for your fellowmen, so let us continue the good work and encourage the other fellow to practice safety.

IN THE CAUSE OF SAFETY.

WHAT A YEAR'S WORK IN SAFETY MEANS TO ME.

J. W. Macey, Agent, Member Waycross District Safety Committee, Atlantic Coast Line Railroad Company.

The ordinary man in his every day life, with more or less selfishness, is prone to look out for himself insofar as his own individual interests are concerned. This is likewise true as regards his personal safety, and my appointment as member of Waycross District Safety Committee awoke in me a stern realization of the fact that I was numbered among this class of individuals, and this work was entered into with a determination of broadening out and doing something for humanity if possible.

In a certain sense a committee holds himself out to his fellow employees as their caretaker, and as such he should conduct himself, practicing his teachings at all times in order that the right example might be set, and any dangerous conditions or improper practices brought to his attention should be given immediate handling. In this manner others will be encouraged in the work in which we are all mutually interested in. It has been my experience that the plain, everyday commonplace things are those hardest to overcome. In other words, dangerous practices that have been indulged in since time immemorial, as well as dangerous conditions which are

to the casual observer of little or no consequence, are those most likely to result in the most serious accidents. Continual preaching on the one hand with a keen eye on the other are necessary if the efforts of committeemen are successful.

A committeeman should not become discouraged in his efforts if some of his recommendations are not approved, and possibly some condition which he considered very serious not corrected, as all recommendations are given the most careful consideration and properly passed upon. An appreciative member of the Safety Committee can be benefited by his experience in connection with this work, as the effect of creating a greater interest in his fellow employee cannot be disputed. The movement is of universal importance. Much has been accomplished through the untiring efforts of those directing it, and much remains to be done.

It has been my pleasure to serve with the Waycross District Committee during the past twelve months, and in retiring wish for the new committee all success and assure them of our individual support in their efforts to carry on this good work.

SALES OF TREASURY SAVINGS CERTIFICATES SHOWS BIG INCREASE.

New York City.—It was learned today at the office of the government loan organization that treasury department officials are well pleased with the sale to date of the new issue of treasury savings certificates

which are being offered as a popular investment at prices of \$20, \$80 and \$800. For an investment of \$800 now the purchaser will receive \$1,000 five years from the date of issue.

Sales of treasury savings securities in twenty-eight representative cities of the Second Federal Reserve District during December were 170 per cent of sales in the same cities for November. The increase would have been larger, it is stated, had the new issue which carries a higher rate of interest, been placed on sale on December 1st instead of on December 15th.

As another indication of the popularity of the new certificates, figures for sales over the counter at the Federal Reserve Bank for the same fifteen-day periods of November and December show an increase from about \$3,500 in November to about \$7,000 in December. Figures covering the same per-

iod representing sales at the branches of the New York post office in the boroughs of Manhattan and the Bronx, show November sales at about \$38,900, while the December figures are approximately \$66,500, nearly 75 per cent greater.

While complete figures are not yet available, it is believed that these preliminary reports forecast a tremendous increase in sales for 1922 when the public becomes familiar with the attractiveness of the issue. The treasury savings certificates are being sold at post offices, though banks and at the Federal Reserve Bank, and may be ordered by mail or obtained on personal call.

RIGHT TO ORGANIZE HAS DIVINE AUTHORITY.

Organization is a necessity for labor. Reason, experience and the teaching of all Christian authorities confirm this truth. A pastor wrote that the right of labor to organize flows from nature herself, and therefore is divine in origin. The minister says that to enter into society of this kind is the natural right of man, and the state must protect natural rights, not destroy them.

The man that preaches the gospel well understands that no form of society is so imperatively needed as that which is intended to protect the rights of the laboring classes and save them from industrial exploitation. Yet the freedom of labor unions, like employers' associations, may

be of many kinds. The methods pursued by the latter are often morally indefensible and unchristian in their purpose. The same holds true of the former when under the influence of godless leaders.

The church stands firm behind all true labor unionism and Christian social writers never fail to urge its importance and necessity. Collective bargaining by the united action of the workers to obtain that just proportion of the industrial product which they might demand was never more imperative than in our large-scale industries of today.

And those that try to destroy this right should think the matter over more seriously. —Houston Labor Journal.

EDUCATOR OR AGITATOR.

Which shall it be? We have had some of each. Which is the success? Which has been the success? Is there one instance of where the radical agitator has been successful? But there are a good many cases where the educator succeeds. Where there is agitation there is radicalism and where there is radicalism there is nothing. Radicalism, whether used by the employer or employee will never succeed. Radicalism was at the bottom of the World War, and where are we today? The war cost millions of lives and millions upon millions of dollars and every country that was in it is worse off today than ever.

Take our Civil War and how Abraham

Lincoln tried to prevent it. He warned the slave owners to desist from their practice and the slave owners were radical. They did not heed, and the outcome was the Civil War. And how did it end? In the old saying "Right comes out right." And this is the way everything must come out. If you are right, stick to it and you are bound to win, but never resort to radicalism until there is nothing else for you to do. The educator will try to do everything in his power to prevent strife. He will take a good many insults and never resort to radicalism until there is no other road for him to turn and he will win out in the end.—Labor World, Duluth, Minn.

"SUPERIOR LABOR JOURNAL."

Announcement is made in the current issue of the Superior Labor Journal that it has become the property of Bernard Strong and Martin M. Krieps, two well known union boilermakers who have been identified with the labor movement for many years.

Mr. Strong is at present financial secretary of the local union of boilermakers and shipbuilders. He represents his union in the Superior Trades and Labor assembly of which he is financial secretary, and he is also a member of the executive board of the Wisconsin State Federation of Labor.

Mr. Krieps is president of the local union at Superior. He has been employed by the International union as general organizer for nearly twenty years. He organized boilermakers and shipbuilders at Superior, Duluth, Green Bay, Manitowac, Milwaukee and other places. He is at present a state boiler inspector in Wisconsin.

"It is the intention of the new owners," states the announcement, "to make the Superior Labor Journal a paper that the workingmen and the citizens of Superior in general will be proud of."

The Labor World is pleased to welcome

the new editors into the field of labor journalism. They are both loyal trade unionists who understand the philosophy of the labor movement as represented by the American Federation of Labor. They begin their editorial careers under favorable circumstances. The Journal, which was formerly the Superior Leader, is well

established; it enjoys the confidence of the liberal thinking public and most of the Superior union men. That fact, with the up-and-doing qualities of the new publishers, should spell success from the outset. Here's hoping that their hopes will be fully realized.—Labor News, Duluth, Minn.

A Compilation of Labor News

INCORPORATION WOULD CHAIN UNIONS TO FEDERAL COURTS.

Trade union incorporation is demanded by modern feudalists and their retainers, who insist that as "capital" (they mean capitalists) is incorporated, trade unions should do likewise, that they "may be held responsible for their acts."

This reasoning indicates the low value greed places on the people's intellectual capacity.

Corporations are not formed for the purpose of being "held responsible." The purpose is to evade liability.

Under the partnership form of doing business each partner can contract debts in the name of the company and all other partners are liable for the full amount. The property in the partnership can be seized for debt, and if this is not sufficient the other property of each partner can be seized.

Under the corporation form of doing business this danger is removed. An officer of a corporation can contract debts in the name of the corporation, but only the property of the corporation is liable. The property of stockholders can not be seized, as in the case of partnerships.

In a partnership each partner has the fate of his associates in his hands. In a corporation the bylaws and constitution of the corporation define the limits of officials.

Corporation stockholders invest what they are willing to lose and can not be held for other damages.

Business men are not compelled to incorporate, but they do so because persons will invest money without being held responsible.

It is now proposed to compel trade unions to do what is optional with business men.

If trade unions were incorporated they would be constantly menaced by the receivership process whereby their property and treasury would be at the whim of hostile courts.

This danger to a corporation does not exist. Its activities are clearly defined in its charter.

The activities of a trade union can not be defined because it is a social institution. It can not be separated from the human beings who compose it. These hu-

man beings have memory, understanding and will, as distinguished from a commodity, in which corporations deal.

If a trade union were incorporated it could be thrown into court by any detective, spy or "company man" who is a member of the union, and a property-worshipping judge would decide that the union's activities are not sustained by its incorporation declarations.

With the changing of social viewpoints and the adoption of new methods to meet industrial situations, no militant trade union could function under this system of court espionage.

Aside from reasonable hours, wages and working conditions, which affect the national life, there are high moral reasons for the trade union. The reasons for the corporation are efficiency, profits and limited liability.

The trade union is inseparably linked with each individual member of the union. The success of the union develops the intellectual and physical life of each member. The success of the corporation is judged by dividends.

If trade unions were incorporated national and international organizations would be under the jurisdiction of federal courts. This would permit injunction judges of the Anderson type to sit in judgment on a union's policies and ideals.

These are the reasons, rather than the professed purpose, why crafty feudalists and their defenders want trade unions incorporated.

They would have the unions controlled by judges whose property bias blinds them to an expanding, developing life, who are choked by their legalisms and who are without social vision.

Let no organized worker be lulled by the claim that trade union incorporators only desire unions to be held responsible.

Tyranny and wrong never makes direct attack. Its cards are never on the table face up. Its method is stealth, misrepresentation and flank attack. It says one thing and means another.

Organized labor does not shirk responsi-

bility. And even if it did, it can be reached by criminal, civil and common law.

Our opponents know this full well. What they are now aiming at is the heart of trade unionism. They would have their judicial tools pass on its activities, its purposes and aspirations.

They would kill the soul of the labor movement with their judicial dagger and wrap it in the dead parchment of court procedure, custom and judge-made law.

"What's all that noise gwine on ovah at yo' house last night?" asked an old colored woman of another. "Sounded like a lot of catamounts done broke loose."

"Dat? Why, dat was nothin', only de gen'man from the furniture store collecting his easy payments."—The Bullock Way.

It is not others you must educate to demand the union label, card and button; it is yourself.

In Memoriam

MEMBERS.

John Stapleton, member of Lodge 574, New London, Conn., died Dec. 7, 1921.

Max Spector, member of Lodge 61, No. Haven, Conn., died Nov. 27, 1921.

James Stack, member of Lodge 61, No. Haven, Conn., died Dec. 24, 1921.

James LaBatt, member of Lodge 84, Grand Rapids, Mich., died recently.

Michael McNulty, member of Lodge 154, Pittsburgh, Pa., died recently.

Thomas Galvin, member of Lodge 359, Regina, Sask., Can., died Dec. 23, 1921.

Chas. S. Reynolds, member of Lodge 442, New Orleans, La., died Nov. 8, 1921.

H. J. Erickson, member of Lodge 442, New Orleans, La., died Nov. 2, 1921.

Nels O. Nelson, member of Lodge 708, Fargo, N. D., died recently.

W. M. Flynn, member of Lodge 163, Hoboken, N. J., died Jan. 8, 1922.

Robert Brown, member of Lodge 105, Cincinnati, O., died Dec. 24, 1921.

R. H. Ferguson, member of Lodge 704, Saltville, Va., died recently.

Frank A. Johnson, member of Lodge 11, Minneapolis, Minn., died recently.

RELATIVES OF MEMBERS.

John F. Crowley, son of Bro. Michael Crowley, Lodge 371, Lowell, Mass., died Dec. 6, 1921.

Michael Leahey, father of Bro. Chas. Leahy of Lodge 454, Chicago, Ill., died recently.

Mother of Vincent and Marcus Moore, members of Lodge 118, North Platte, Mo., died recently.

Father of Bros. Frank and Forest Litz of Lodge 15, Dubuque, Ia., died recently.

Fred Brandt, father of Bro. Fred C. Brandt of Lodge 22, Danville, Ill., died Dec. 13, 1921.

Edwin Kinney, father of Bro. Otis L. Kinney of Lodge 22, Danville, Ill., died Dec. 13, 1921.

Barbara Carl, daughter of Bro. Frank Neimeyer of Lodge 259, Lima, O., died Dec. 23, 1921.

Mary E. Nease, mother of Bro. Arthur C. Nease of Lodge 259, Lima, O., died Dec. 16, 1921.

Lodge Notices

Lost Card Case and Receipts—Bonner.

Jos. F. Bonner, Reg. No. 205995, Lodge 729, reports the loss of his card case with receipts and withdrawal card. Any one finding same please return to Fred Paterson, C. S., L. 729.

Thurston—Lodge 209.

Any Secretary taking up the card of Bro. J. H. Thurston, Reg. No. 116919 will please hold same and notify the undersigned as he left here owing a clothing bill of \$28.00.—H. P. Morrow, S. T., L. 209.

Daun—Lodge 126.

Any Secretary taking up the card of Bro. H. J. Daun, Reg. No. 81921, will hold same and correspond with this Local, as this brother received a loan of \$12.00 last June,

which has never been paid.—A. D. Adamson, S., L. 126.

Lost Clearance Card—Lawrance.

Geo. Lawrance, Reg. No. 170442, lost his clearance card. Any one finding same please return to Russell Schornick, S., L. 187.

Baker—Lodge 504.

Any Secretary taking up the card of Bro. C. H. Baker, Reg. No. 63543, will please hold same and notify the undersigned as he left here owing money to a number of members.—R. C. Kiddy, S., L. 504.

Wells, Et Als—Lodge 163.

Any Secretary taking up the cards of James Ryan, Reg. No. 76695; James Kerrigan, Reg. No. 281004, James Whalen, Reg.

No. 127490 and Patrick J. O'Brien, Reg. No. 110060, will please hold same and correspond with Lodge 163, as these brothers owe money they borrowed from D. J. McGuinness, Corr. and Fin. Sec., L. 163.

Sales—Int. Sec. Treas.

Paul Sales, Reg. No. 39439, will please communicate with the Int. Sec. office at once as official receipts forwarded to his address has been returned to this office.—Joe Flynn, Int. Sec. Treas.

Valencia—Lodge 98.

Any Secretary taking up the card of L. B. Valencia, Reg. No. 329396, will please hold same and correspond with the undersigned as he left here owing \$10.00 borrowed money from this local.—H. Petty, S., L. 98.

Kravinick-Walsh.

Any one knowing the whereabouts of John Kravinick who formerly worked in Port Newark, N. J., will kindly communicate with John Walsh, 119 Harman St., Brooklyn, N. Y., as some one seriously ill wishes to see him.

Trask-Lodge 187.

Any Secretary taking up the card of Bro. E. F. Trask, Reg. No. 395918, will please hold same and notify the undersigned, as this brother left here owing this local \$16. Russell Shornick, Sec. L. 187.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.

Whisenaut—Lodge 567.

This is to notify Secretaries that T. R. Whisenaut, reg. No. 288790, has no clearance card. Was suspended for non-payment of dues, and still owes Lodge 567 \$8.00 borrowed money, besides various other amounts.—Lem Arnold, Cor. & Fin. Sec'y., Lodge 567. September Journal.

C. B. Duncan—Lodge 664.

Any Secretary taking up the card of brother C. B. Duncan, Reg. No. 171898, please hold same and correspond with the undersigned, as this brother left here owing the Local \$25.00 borrowed money.—Jos. L. Wolf, Sec'y., Lodge 664. September Journal.

Walsh—Lodge 244.

Any Local taking up Clearance Card of Phillip Walsh, Reg. No. 261044, please notify Local 244, Sioux City, Ia., or Grand Lodge, as this brother changed dates on card deposited here from March, 1920, to March, 1921.—Frank Crumby, C. S. October Journal.

Rotter—Lodge 46.

Any Secretary taking up the card of J. C. Rotter, Reg. No. 12345, will please hold same and communicate with the undersigned, as this brother was found short of about \$150 while officiating as Financial Secretary for this local.—Tony Accardo, Cor. Sec'y., L. 46, Cheyenne, Wyo. October Journal.

Williams—Lodge 37.

Any Secretary taking up the card of J. N. Williams, Reg. No. 278281, kindly hold same and correspond with the Secretary of Local 37, as this brother left here owing a bill for board to the amount of \$16.43.—B. J. Schreiner, C. F. S., L. 37. November Journal.

Walker—Lodge 556.

W. M. Walker, Reg. No. 36455, on April 15th, came before Local 556 with a hard luck story and borrowed \$25.00 on his card. This local is still holding his card, as Brother Walker left here and has never been heard from since. Any Secretary knowing of his whereabouts please notify J. A. Fulfer, Sec'y., L. 556. November Journal.

Scott—Lodge 496.

Any one knowing the whereabouts of W. G. Scott, Reg. No. 334449, will please notify the undersigned, as he left here without a clearance card and stands suspended for non-payment of dues.—M. C. Dumby, Sec'y., Local 496. November Journal.

Etzweiler—Lodge 496.

Any one knowing the present whereabouts of Harry Etzweiler, Reg. No. 40715, will please notify the undersigned, as he left here without card and owing several bills. His wife, now at Moody, Tex., is also anxious to hear from him. The last seen or heard of him was when he accompanied his wife to Kansas City to put her on train for Moody.—M. C. Dumby, Sec'y., Local 496. November Journal.

Doyle and Dembosky—Lodge 556.

J. J. Doyle and Joe Dembosky left here owing their room rent. Any Secretary knowing of their whereabouts please have them correspond with J. F. Fulfer, Sec'y., L. 556. November Journal.

White—Lodge 669.

Chas. L. White, Register No. 122019, cashed a check here amounting to \$20.00. A member of this lodge indorsed it for him, and later received a notice that the check was refused payment. Any Secretary taking up this card please hold same and correspond with C. E. Crouch, S., L. 669. December Journal.

Wells Et Als—Lodge 32.

Shirley D. Wells, Register No. 401873, left here owing a board bill of some \$65.00. Lodge 4 collected \$16.00 of the bill and released his card. Understand that he is in California.

C. A. Berger, Register No. 350590, made out a wrong pass application, that Lodge 32 had to pay for.

A. J. Ray, Register No. 84077, left Kansas City owing borrowed money and laundry bill to the amount of \$11.90.

Frank Parsons, Register No. 120587, left Kansas City owing a board bill amounting to \$38.00. Brother Secretaries, see that these bills are collected before these parties get their cards.—W. E. Dwyr, S., L. 32. December Journal.

Fitzgerald and Gill—Lodge 90.

Harry G. Fitzgerald, Register No. 414265, left here owing the Local funds that were the proceeds of a dance given by Local 90, to the amount of \$18.00, and other bills he made in Independence, Mo. This brother also owes a brother of Local 90, \$13.00 borrowed money.

C. E. Gill, Register No. 379068, suspended September 30, 1921, left here owing a grocery bill to the amount of \$70.00 and \$25.00 borrowed money from Local 90, which is unpaid. Any Secretary knowing the whereabouts of these men, please hold card and correspond with G. C. McCoy, Sec'y., Lodge 90. December Journal.

Meiers—Lodge 738.

Any Secretary taking up the card of Edward Meiers, Reg. No. 150386, will please hold same and notify the undersigned, as this brother left here owing \$3.00 borrowed money to Brother Alva Shelley.—C. G. Hartel, S., L. 738. January Journal.

Fowler—Lodge 101.

Any Secretary taking up the card of Brother J. F. Fowler, Reg. No. 360412, will please hold same and notify the undersigned as he left here some time ago owing borrowed money.—Roy Evans, S., L. 101. January Journal.

Kantney—Lodge 576.

Any Secretary taking up the card of J. B. Kantney, Reg. No. 93508, will please hold same and notify the undersigned, as this brother left here owing \$25.00 borrowed money from another brother.—W. D. Talley, S., L. 576. January Journal.

Harvish—Lodge 416.

Any Secretary taking up the card of Joseph Harvish, Reg. No. 337433, will please hold same and notify the undersigned, as this brother borrowed \$25.00 from Local 416, giving a three months' note, which was due on November 1st, and which remains unpaid.—H. E. Kinch, C. R. S., L. 416. January Journal.

Taylor—Lodge 723.

Any Secretary taking up the card of L. B. Taylor, Reg. No. 329026, will please hold same and notify the undersigned, as this brother owes \$2.10 to Local No. 723.—W. F. Reardon, S., L. 723. January Journal.

Ingledeu—Lodge 650.

Any Secretary taking up the card of Brother Arthur Ingledeu, Reg. No. 396012, will please hold and correspond with me, as this brother left owing bills to the amount of \$140.—M. J. Mayer, S., L. 650. January Journal.

Poetical Selections

DON'T QUIT.

When things go wrong, as they sometimes will,
When the road you're trudging seems all up hill,
When the funds are low and the debts are high,
And you want to smile, but you have to sigh,
When care is pressing you down a bit,
Rest, if you must—but don't you quit!

Life is queer with its twists and turns,
As every one of us sometimes learns,
And many a failure turns about
When he might have won had he stuck it out;
Don't give up, though the pace seems slow—
You may succeed with another blow.

Often the goal is nearer than
It seems to a faint and faltering man,
Often the struggler has given up
When he might have captured the victor's cup.
And he learned too late, when the night
slipped down,
How close he was to the golden crown.

Success is failure turned inside out—
The silver tint of the clouds of doubt
And you never can tell how close you are,
It may be near when it seems afar;
So stick to the fight when you're hardest hit—
It's when things seem worst that you
mustn't quit.

—Selected.

BEYOND THE PROFITS OF TODAY.

Lord, give me vision that shall see
Beyond the profit of today
Into the years which are to be,
That I may take the larger way
Of labor and achievement; so
Help me fashion, staunch and sure,
A work my fellow men shall know
As wrought to serve—and to endure.

I seek for fortune, Lord, nor claim
To scorn the recompense I earn;
But help me, as I play the game,
To give the world its just return.
Thou mad'st the earth for all of us,
Teach me through struggle, strain and stress
To win and do my share, for thus
Can profit lead to happiness.

Guard me from thoughts of little men
Which blind the soul to greater things;
Save me from smug content and then
From greed and selfishness it brings;
Aid me to join that splendid clan
Of business men who seek to trace
A calm, considered working plan
To make the world a better place.

Lord, let the faith of these be mine,
A creed creative, simple, true,
Let me but aid in their design,
Let me but share the work they do;
Teach me to hold this task above
All lesser thoughts within my ken,
That thus I may be worthy of
The name of business man; Amen!
—Berton Braley in *The Nation's Business*.

Smiles

Curate (at local football game)—How do you think we shall get on?

Captain—Well, sir, our goalkeeper ain't much use, our center forward 'as a gammy knee and the left 'alback may not turn up, but—my brother Jim is refereeing for us.—*London Opinion*.

Axel, a Swede, in an outfit at Fort Jay, woke up one morning with a desire to loaf. He got put on the sick call, thinking it was worth trying anyway. At the dispensary the doc looked him over, felt his pulse and took his temperature. Then he said:

"I can't find anything wrong with you."

No answer.

"See here, what's wrong with you anyway?"

"Doc," replied Axel, "that bane your job."
—*American Legion Weekly*.

Gordon's aunt was giving him a sound scolding about the way he washed himself.

"You know you haven't washed your neck," said Aunt Emma.

"Gee whiz," said Gordon, a note of desperation creeping into his voice, "ain't I goin' to wear a collar?"

Two powerful colored stevedores who had some sort of falling out were engaged in unloading a vessel at a St. Louis dock. Uncomplimentary remarks and warnings of intended violence were exchanged whenever the two passed each other with their trucks.

"You jest keep on pesticatin' around wid me," declared one of the men, "an' you is gwine be able to settle a mighty big question for de seiumtific folks!"

"What question dat?" asked the other.

"Kin de dead speak!"—*Harpers*.

The shoe dealer was hiring a clerk. "Suppose," he said, "a lady customer were to remark while you were trying to fit her, 'Don't you think one of my feet is bigger than the other?' what would you say?"

"I should say, 'On the contrary, madam, one is smaller than the other.'"

"The job is yours."—Boston Transcript.

Deep Stuff—A woman was waiting to buy a ticket at a matinee when a stranger bumped into her.

She glanced at him, thinking he had pushed her purposely.

"Well," he growled, "don't eat me up."

"You are in no danger," she said, "I am a Jewess."—Sun.

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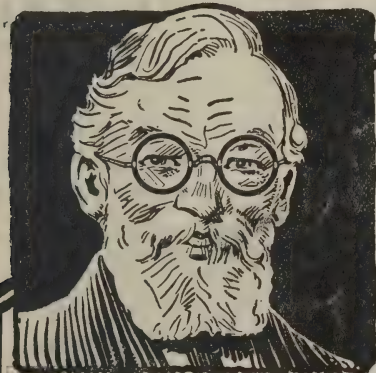
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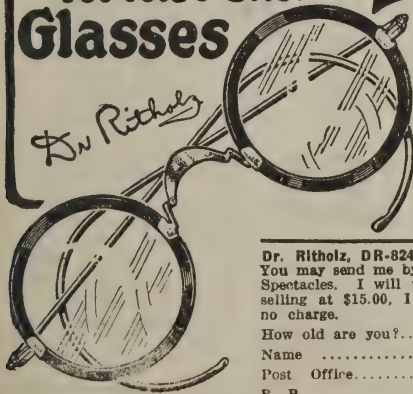
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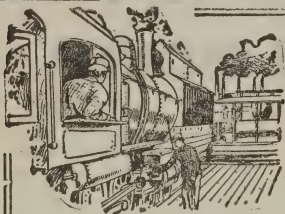
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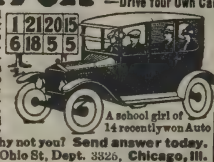
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SENATOR LA FOLLETTE'S ABLE DEFENSE OF WAGE EARNERS.

Note.—On February 10 the U. S. Senate as in committee of the whole, was, in consideration of H. R. 9981, making appropriations for the executive and for sundry independent executive bureaus, boards, commissions and offices for the fiscal year ending June 30, 1923, and for other purposes, and had under consideration the United States Housing Corporation, at which time Senator La Follette addressed the Senate as follows:

THE TRUTH ABOUT THE WAGES OF RAILWAY EMPLOYEES.

Mr. La Follette. Mr. President, I desire to avail myself of the liberality of our rules to submit some observations upon the standard of wages paid to labor at this time. I am quite conscious of the fact that whoever undertakes to speak a word for labor at this time assumes something of a burden in view of the propaganda that has been made by the great industrial organizations of the country to reduce the wages of all labor. But throughout my public life I have never taken the easier way. I have tried as best I could from my point of view to render a public service whenever it was needed. I believe that the time has come to say a word in opposition to the general and widespread movement in the country to "take it out" of labor in order to reduce the cost of living.

Everyone feels the burden of high prices. They have not been greatly reduced since the war period. But there has been a general and well-organized movement to return to what are called normal conditions by way of reducing the wages of labor, to reduce the cost of meat and flour and steel and transportation by "deflating" labor. I think that the conditions which confront the American people today are the culmination of a false and wicked economic system, which is encouraged, sus-

tained, and fostered by our National Government.

For more than a quarter of a century great business organizations have been effecting combinations in practically every line of production, the purpose of which has been to suppress competition and build up a monopoly control of prices in every line, but in manufactured products especially. This has resulted in squeezing the farmer and in plundering the consumer to the limit of the power of these great organizations and business combinations, in bullying and oppressing labor, in so far as it has been possible, in every branch of industry.

To meet that situation, to meet the organization power of the enormous aggregations of capital engaged in what we may term big business, the wage earners have, in the face of the bitterest opposition, endeavored to organize to the end that they might co-operate and collectively bargain with their employers, the great combinations. In this they have been only partially successful. Only a small minority are organized.

I do not believe there is anyone on the floor of the Senate who will undertake to say that there is any branch of what may be termed big business in the country that is not thoroughly and completely organized giving them the power that enables them to dictate prices and to control everything that pertains to their business. And yet, Mr. President, there has been created in this country a sentiment against any organization on the part of labor to meet this condition in the industrial world.

Even a little group of members of this body, representing agricultural constituencies, realizing that the farmer has been one of the victims of this complete organization of capital and power in the industrial world has been subjected to every sort of criticism and attack. It has not

been confined to the representatives of the great, powerful industries.

The President of the United States, his Secretary of War, and other members of his official family, have engaged in making an attack upon those senators who have sought relief in view of the economic embarrassment that now afflicts agriculture as a result of the organization of big business into combinations and trusts to control everything the farmer buys and everything the farmer sells. This humble, this almost pitifully weak attempt to assemble together a few senators in this body representing agricultural constituencies, to endeavor to relieve that situation, has made them the target of attack, not only through the publications that are specially supported by industrial combinations but from the administration, attacks by the President in person and by members of his official family.

So distressing is the situation of agriculture that even the administration has thought it necessary to assemble a conference to consider that situation, and yet any movement on the part of representatives of agricultural constituencies looking to a direct benefit to agriculture through legislation, because it impinges upon the system of organized monopoly, is made the subject of attack from official sources of the highest order. Emanating from the same sources are these attacks that are made upon labor's attempt to resist the same encroachment.

Labor has been able to organize, as I said, to the limited extent of about 25 per cent of the wage earners of the country, not a very alarming situation. Of course, the farmers, widely scattered over the whole country, find it next to impossible to effect any sort of comprehensive movement that shall afford them relief. They have been making some endeavors in that direction. They have attempted defensive organizations, just as labor has attempted to effect and has partially succeeded in effecting organizations for precisely the same purpose.

Mr. President, the great business combinations not only control our markets but they are all powerful in government. There is not a Senator who would dare challenge the statement that they are very potential in the national conventions of each of the political parties of the country; that they are very powerful in legislation; and that they are very potential in the selection of Federal judges on the bench.

The individual, be he farmer, laborer, or consumer, is utterly helpless under existing conditions. He can not stand alone against organized business in combinations. The farmer, the laborer, and the consumer have a common interest. They do not enjoy any Government privilege or any advant-

age derived from legislation. They have alike been exploited by the privileged monopolies.

Mr. President, I wish to say that the farmers, I think, have a large and very direct interest in seeing that the wage earners and the men and women throughout the Nation who are working on salaries are constantly employed under the most favorable conditions. I believe that the farmers of the country ought to make their cause his cause, and, I think, for sound economic reasons. They constitute the great body of the farmer's market for all his staples.

When billions of workers are unemployed, when the purchasing power of tens of millions of those who are employed is unduly curtailed, it is inevitable that the market for everything the farmer produces suffers the greatest depression.

Now, Mr. President, I should like to invite the attention of Senators who do me the honor to listen to me to a very brief discussion of the relation of wages to the cost of living.

Wages and the Cost of Living.

When the war ended and the American people found time to look after affairs at home they demanded a reckoning with those responsible for the riot of plunder which ruled in American business.

While the war was on the people blindly accepted the mounting costs of living as a part of the war burden. There was no time to investigate its cause; no facts upon which to determine as to its justice.

But when the war was over and prices continued to soar when living cost 25 per cent more in 1919 than in 1918, and in 1920 cost 17 per cent more than in 1919, the limit of forbearance had been reached. The storm broke. The American people demanded that the robbers who were plundering the public after the war be called to account. And, sir, the robbers were ready to hunt down the enemy of society; the robbers themselves were ready to raise the cry of "Stop thief" and to lead an indignant public off on a false trail.

They raised a great hue and cry against labor. They claimed that the unions had forced enormous wage advances, and that this had lifted the general wage level and thus caused the unprecedented increase in prices.

Mr. President, there is not the slightest chance in the world that those really chargeable with the economic wrongs which the public suffers will ever be justly punished, but at least the responsibility should be placed where it belongs.

I have undertaken as best I can that task. I will say now that you can not put it on labor, and if Senators will give me their attention here this afternoon I will prove that assertion.

I lay down certain propositions here which are economically true and admit of no denial.

1. The nominal increase of wages has been uniformly less than the increase in the cost of living each year since the war.

I hope Senators will let that sink into their minds, for that is the first proposition I start with. I repeat it. I say "the nominal increase in wages," because I am going to distinguish in what I have to say here today between real wages, actual wages as measured by their purchasing power, and nominal wages. "The nominal increase in wages," I repeat, has been uniformly less than the increase in the cost of living each year since the war.

I want to amend that statement; I want to say not only since the war but during the war and since the war as well.

Mr. NORRIS. Mr. President—

The PRESIDING OFFICER. Does the Senator from Wisconsin yield to the Senator from Nebraska?

Mr. LA FOLLETTE. I yield.

Mr. NORRIS. I wish to ask the Senator if, for the purpose of his comparison, when he uses the expression "since the war" he means since the armistice?

Mr. LA FOLLETTE. No.

Mr. NORRIS. What does the Senator mean?

Mr. LA FOLLETTE. I want to withdraw the phrase "since the war"; I want to amend my statement by saying the nominal increase in wages has been uniformly less than the increase in the cost of living each year while the war was on and since the war closed. I broaden the statement, I correct it, because I know that I can support my amended statement.

Mr. NORRIS. Then the Senator from Wisconsin means, as I understand him—I want to understand the proposition correctly, if I can—that the nominal increase in wages of labor has been less than the increase in the cost of living each year since the beginning of the war?

Mr. LA FOLLETTE. At every stage.

Mr. KING. And I might say, if the Senator will pardon me, that in the District of Columbia one of the principal causes contributing to the distress of the people has been the enormously high rents, which, instead of going down, have increased here nearly 100 per cent in the last year.

Mr. NORRIS. Yes; and that has been despite the attempt of Congress to reduce rents.

Mr. LA FOLLETTE. Yes; the feeble attempt of Congress.

Mr. NORRIS. Yes; feeble and unsuccessful.

Mr. LA FOLLETTE. I will state my proposition again in order to have them appear in the RECORD in a connected way. I lay down certain propositions here which

are economically true and admit of no denial:

1. The nominal increase in wages has been uniformly less than the increase in the cost of living each year during the war and every year since the war.

2. The nominal increase in wages has followed and not preceded the increase in the cost of living.

3. Whatever nominal increase there has been in wages since the outbreak of the European war in 1914 has been forced by the increased cost of living, unjustly imposed upon the public by the war profiteers. Listen, sirs, wage advances have been one of the effects of high prices and not the cause of high prices.

A table compiled by the United States Department of Labor conclusively establishes these propositions, and shows in the most graphic manner how far behind the cost of living the wages of union labor trailed even during and since the war period when "high" wages have prevailed.

The comparison of this table, which I wish to have printed in the RECORD, Mr. President, in connection with my remarks, is made with 100 as the base in 1913. I wish to read, very hurriedly and very briefly, the percentages in the table for the consideration of Senators.

I start with 1913.

Taking 100 as the base for wages and 100 as the base for the cost of living, in 1914 the union wage rate had advanced to 102. The cost of living had advanced to 103.

In 1915 the union wage rate still stood at 102, but the cost of living had advanced to 105.1.

In 1916 the union wage rate had advanced from 102 to 106, but the cost of living had advanced from 105 to 118.3.

In 1917 the union wage rate had advanced to 112, but the cost of living that year had advanced to 142.4.

In 1918 the union wage rate had advanced to 130, but the cost of living had advanced that year to 174.4, as shown by the report of the Department of Labor.

Who is responsible for this increase in the cost of living? Was it due to the increased cost in wages? No, no.

In 1919 the union wage rate had been advanced to 148 from the 130 the year before, but the cost of living had gone up to 199.3. If the union wage rate and the general scale of wages had not advanced somewhat, you would have had starvation everywhere in the country.

In 1920 the union wage rate had advanced to 189, but the cost of living, for which there was some responsibility attaching to somebody besides labor, had advanced to 216.5. The peak was reached in 1920, with the wages of union labor showing an in-

crease of 89 per cent and the cost of living an increase of 116 per cent over 1913.

I ask unanimous consent that the table to which I have referred be inserted entire in the RECORD at this point.

The PRESIDING OFFICER. Without objection, the table will be printed in the RECORD.

The table referred to is as follows:

The comparison is made with 100 as the base in 1913.		
Year.	Union Wage Rate.	Cost of Living.
1913.....	100	100
1914.....	102	103
1915.....	102	105.1
1916.....	106	118.3
1917.....	112	142.4
1918.....	130	174.4
1919.....	191	199.3
1920.....	189	216.5

Mr. LA FOLLETTE. Not once during the period from 1913 to 1920 did the wages received by organized labor breast or reach the level of the steadily mounting cost of living. Wage advances lagged behind, and far behind, price advances throughout all this period of profiteering.

Mr. President, labor has struggled in the face of strongly opposing odds to maintain old standards of living, and it has lost in the struggle. Nominal wages may be high, but I say here now what I have contended on this floor again and again for three years and more, that real wages are low; and I am going to prove it this afternoon.

The total earnings of a laborer at the end of the week—listen to this statement—will buy less food and clothing and fuel today than they would buy before the war. In fact, sir, real wages have actually declined, not only during the period of the European war, but real wages have actually declined in this country for a period of 20 years, when you measure the wages that the man earns by the purchasing power of his labor, and that is the way he has to measure it; and I am appealing to Senators here this afternoon to get a new point of view of this problem.

I am coming now to fix the responsibility for the increased cost of living which has been the cause of despair to the American people for a period of many years. The responsibility does not rest upon labor. I will tell you where the responsibility rests.

Who Is Responsible for the High Cost of Living.

In a critical study of the relation between wages and the increased cost of living, Prof. William Jett Lauck, the economist, made an analysis for the years 1912 to 1918, inclusive, of the financial reports of all corporations having an annual income of \$1,000,000 or more, in the lines of business in which the ordinary consumer is particularly interested, as reported in Moody's and Poor's Financial Manuals. Mr. President, I do not think wide public attention has ever been called to this great, this monumental service which Prof. Lauck rendered; but these facts will reach the public finally, and their consideration will help to settle the question of the title to some seats on this floor be-

fore another November passes; and therefore I am going to put them into the Record. These corporations were shown to have taken \$800,000,000 more in annual profits on the average for the years 1916, 1917, and 1918 than for the three-year period of 1912, 1913, and 1914; and the figures for production showed conclusively that the increased profits were not due to increased production. They were due to the fact that the corporation spent a larger proportion of every dollar spent by the purchaser. The corporation took that.

These corporations, typical of the practices of all—now, just get this—nearly trebled their average net income on capital stock during the period covered by Prof. Lauck's studies. That they have continued to fleece the public, the increased prices for 1919 and 1920 and present prices conclusively prove.

These great profiteering organizations in every line of business raised prices until the people could no longer meet their extortionate demands. They were confronted with the alternative of reducing their profits or cutting the wages of labor. They turned upon labor. For more than a year they have been making war on labor unions, and charging labor with responsibility for high living costs.

This attack on labor in the end will fail. There will be great hardship and suffering, but in the end the truth will prevail. Labor will be vindicated, and will come out of the battle with a solidarity welded in the fire of common suffering, a great fighting force in the eternal struggle between the masses and privileged monopoly.

Mr. President, I address myself especially today to a consideration of the wages of the railway employees of the country. I do this at this time because the railroad corporations appear to have effected a combination with certain leaders of one or more of the farm organizations to aid in the propaganda to create public sentiment against the present wage scale of railway employees. I believe that all farmers' organizations would better serve the interests of agriculture in securing a substantial reduction in transportation rates by appealing all provisions of the Esch-Cummins law upon which the Interstate Commerce Commission fixed the value of railway property at the grossly excessive sum of \$19,000,000,000 as a basis for freight and passenger rates, and also by repealing such provisions of the same law as have operated to impair and destroy the authority of State railway commissions over interstate transportation.

I come now to speak what I believe to be the truth about the wages of railway employees.

The Wages of Railway Employees.

Mr. President, I assert as an economic fact that, under present conditions, there can be no further reduction of the wages of railway employees without national disaster.

Railroad labor is receiving at present the least it can receive without sinking below the level of efficiency necessary to maintain the railroads in successful operation. It is receiving substantially no more real wages in terms of commodity values for services rendered than it received 20 years ago.

It is receiving far less than necessary to maintain itself at a comfort and decency level of existence. It is receiving so little that its buying power is greatly diminished, with consequent loss and hardship to other industries, particularly agriculture, which depends for one of its important markets upon the 10,000 people who derive their support from railroad labor. It is receiving so little that it has failed utterly to share in its rightful proportion in the increased productivity of the Nation's industry which has been achieved during the last quarter century.

It is no longer a question merely of justice or injustice to a class of employees; inexorable economic laws bar the way to a further reduction of the wages of railway employees.

I know that all this is contrary to the popular belief on the subject. The railroad executive by costly propaganda which has extended to every part of the country, have created and fostered the impression that exorbitant railroad rates are due largely to exorbitant wages claimed to be paid to labor and that railroad rates can only be reduced by reducing the pay of railroad employees. There never was a more shameless, wanton, and vicious falsehood than this foisted upon the public. On another occasion I hope to deal with the cause of excessive railroad rates and the remedy. Today I am dealing only with the single proposition that the wages of railroad employees can not be further reduced under present conditions without bringing disaster to the industries of the country.

The railway executives have filled the newspapers of the country with the figures they recently gave at the hearings before the Interstate Commerce Commission and before the Senate Committee on Interstate Commerce to show the great increase in the amount paid to labor during the last few years, and from this they seek to have the conclusion drawn that the compensation of the individual employee has been exorbitantly increased. They point out that the labor bill in 1916, before the enactment of the so-called Adamson law, was \$1,468,576,000. In 1917, when the Adamson law was in effect, the compensation of employees was 1,739,482,000; that in 1918 it was \$2,613,813,000; in 1919, \$2,843,120,080; in 1920 that it stood at \$3,698,216,000. (Interstate Commerce hearings, 1921, vol. 1, p. 14.)

They then summarize these totals and point out that the wage increase in 1917

was \$270,905,000; 1918, \$874,331,000; 1919, \$229,315,000; 1920, \$855,087,000.

They neglected to state that there were nearly 700,000 more employees in 1920 than in 1916 and that pay for extraordinary overtime in 1920 amounted to \$275,000,000, or about 8 per cent of the total compensation paid to employees. (See testimony of Prof. Frank J. Warne before the Senate Committee on Interstate Commerce, hearings, 1921, p. 1127.) They neglected also to point out that included in compensation to employees are the salaries paid to officers during 1920, which amounted to nearly \$100,000,000, showing a great increase over salaries paid under public operation. (Interstate Commerce hearing, 1921, p. 1156.) Then the railroad executives, by the simple device of dividing the total amount paid to employees by the number of employees at a given date arrive at what is called the average earnings of an employee. By confining this operation to a particular class of employees, as engineers, the result is set forth as the average earnings of an engineer. And by the same method the so-called average earning of the different classes of railway employees is arrived at.

It must also be remembered that the attempt to deal statistically with the wages of railway employees must depend upon statistics published by the Interstate Commerce Commission, and these in turn are merely figures furnished by the railway companies themselves.

Mr. Warne in his testimony at the hearings above referred to—page 1187—thus sums up the fallacies of the so-called wage statistics presented before the committee by the railway executives who appeared as witnesses:

First. They include annual compensation to general and division officers exceeding in amount, in 1920, \$92,000,000 which should be excluded.

Second. They include compensation paid employees engaged in new construction work, which properly should be charged to capital account and not operating expenses.

Third. They include compensation paid employees of affiliated and owned companies other than transportation.

Fourth. They include the additional compensation resulting from employment of larger number of employees in consequence of increased volume of traffic. In 1920 this increase in number of employees over 1915 exceeded 694,000 and represents an increase in total compensation in excess of \$550,000,000.

Fifth. They include payments for overtime and increases in overtime, which economically represents not wage increase but the purchase of more man-hours, usually at higher rates. On the basis of 1920, a year of an extraordinary amount of overtime, as

much as \$275,000,000, or 8 per cent of the total compensation, was for overtime.

Sixth. They include in total compensation of class I roads for 1920 at least 98 roads, representing a mileage in excess of 6,500 miles, which were not included in earlier years. This shows an arithmetical increase in compensation of approximately \$32,000,000 without a cent increase in wages.

Seventh. They include a larger number of more highly paid employees, such as engineers and conductors, in the later years of increased volume of traffic, compared with earlier years when traffic was not so heavy.

Eighth. They include in 1920, in total compensation, retroactive wage-increase awards by wage-adjustment boards, the amounts of which more properly belong to payments for preceding years.

Ninth. They include in 1920 compensation to employees of the United States Railroad Administration in 1918 and 1919 who returned in 1920 to their former positions with the carriers.

Tenth. They include total compensation to employees in traffic, advertising, publicity, and industrial bureaus and like activities, whose services were discontinued under the United States Railroad Administration.

In a general way these various items total more than \$1,250,000,000 of the total compensation paid in 1920.

In view of this criticism of the railway executives' figures it may well be asked whether any figures can be arrived at which will at all fairly represent the wages being paid to railroad labor at the present time and which have been paid to it during any considerable number of years in the past. All available figures on the subject are furnished in the last analysis by the railroads themselves. All figures obtainable from the Interstate Commerce Commission are only such as the railroads furnish. The ingenuity of the railroads in devising schemes and combinations to mislead the public and misrepresent the wages of the employees seems to be exhaustless. Literally hundreds of pages of testimony were taken up by the representatives of the employees in the hearing I have mentioned in exposing the fraud of the railway officials in this matter.

I might pause to say that I remember that in the testimony of Prof. Warne he calls attention to the fact that the Interstate Commerce Commission required the railroads to report these wages and the amounts paid to employees only once a year. Their attention was called to the fact that the railway companies were selecting times in the year which would show most favorably to the roads in the reports upon the average amounts paid to

employees. So the Interstate Commerce Commission, their attention being called to the matter, made a correction in their requirements, and asked the railroad companies to report twice a year. After further time, they still found errors and distortions in their reports to the Interstate Commerce Commission after making an investigation of the subject, and increased the reports required from the railroads to quarterly reports and finally to monthly reports, in an endeavor to correct the distortions and subterfuges resorted to by the railroads in making these reports favorable to themselves and unfavorable to labor. I cite that as merely directing attention to the character of the tables upon which we must all make our computations with respect to the average pay of railway employees; but, Mr. President, in so far as it impeaches the character of the record, it must be readily seen that the advantage is all on the side of the railroads, because they control these reports, they make them themselves, and with the best possible checks which the Interstate Commerce Commission can make upon their work, they are still very unreliable. So that any figures I submit here today ought to be considered, in so far as they are faulty at all, as having been made so by the railroads to their advantage and as against the interests of the employees. So true is this that the employees practically refuse to recognize the figures or to attach any importance to them.

I have, however, caused to be prepared from these railroad sources a series of tables in which the errors, whatever they are, are necessarily all on the side of the railroad contentions and against those of the men. These tables, computed from railroad sources, show a rate of compensation to the men in excess of the actual compensation as claimed by the men. even accepting these figures, they show in a startling manner the falsity of the railroad claims.

These figures, therefore, represent the average earnings of the different classes of railway employees as much higher than they actually were during the year 1921, for the reasons which I have pointed out. It must be remembered also that prior to 1914 the railroads reported their number of employees to the Interstate Commerce Commission only once a year, and as the average wage is arrived at by dividing the aggregate amount received by the number of employees, it was always within the power of the railroads to make a favorable showing as to the average earnings of employees. I have, however, tested out this table by all means available to me and believe it to be substantially correct when certain allowances are made for the year 1922, to which I shall later refer.

(To Be Continued in April Issue)

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RAILROADS ARE IN NEED OF EFFICIENT MANAGEMENT RATHER THAN LOWER WAGES.

Railroad managers have been waging a constant and nation wide campaign for wage reductions almost since the roads were turned back to them by the Government, seemingly their time has been so fully occupied with this one subject that they have had little time to devote to the affairs of the roads. Millions of dollars of the roads' money must have been used in this campaign and for various kinds of propaganda, which if used in conducting the affairs of the road, would have placed them in much better shape than they are today.

Notwithstanding the fact that they were granted an increase in traffic charges amounting to a billion and a half dollars per annum, since they received the roads back from the Government, they answer every request for freight reduction by demanding a reduction in wages, the Labor Board authorized the roads to reduce wages \$400,000,000 and the roads then reduced rates so that the reductions would amount to about one-third the amount of wages they took off their employees, evidently they not only want their employees to bear the full burden of all traffic charge reductions, but want also to retain a very large part of the amount lopped off the men's pay.

As the railroad management is devoting most of its time to the campaign to reduce wages they have no time left for trying to solve any of the problems confronting their roads, however, it is becoming more apparent each day that the roads need more efficient management and not wage cuts to put them on a sound business basis. The most striking demonstration of this assertion is the record made by Henry Ford in his management of the Detroit, Toledo & Ironton Railroad. When Mr. Ford took this road over something more than a year ago, it was a rundown derelict and a fair sample of the ultimate end of all systems of roads under Wall Street management.

In November, 1920, its revenue lacked \$212,136 of meeting its expenses for that month, while the report for November, 1921, shows this road under Mr. Ford's management had a net income of \$5,335, making a net gain for that month over the same month of the previous year of \$217,471. For the first eleven months of 1921 there was a net operating income of \$892,931; for the same period of the previous year there was

a deficit of \$1,309,401, making a net gain of \$2,202,332. The gross operating revenue for the first eleven months of last year was \$6,634,656, again over the same period of 1920 of \$1,922,719. While making this record, Mr. Ford not only made a substantial reduction in rates but also increased the wages of the employees.

This practical demonstration of efficient management of this road shows the troubles of the other roads is not due to high wages, or inefficient help, but of inefficient and wasteful management. What is really needed is a campaign for more efficient management and reforms that will break the strangle hold of the innumerable subsidiary companies, supply and equipment companies and fiscal agencies that have fastened themselves upon the roads, like leaches and are sucking their life's blood from them. The amount that would be saved by a reduction in wages would be a mere bagatelle compared to what could be saved by real efficient management.

Former Director Generals McAdoo and Haines, in testifying before the senate recently, stoutly defended the efficiency of railroad employees and their devotion to duty during the war, and gave facts and figures to show that the present unsatisfactory conditions was due to wasteful and inefficient management, and cited statistics to show that it was costing more than a billion dollars per year to operate the roads now than it did under government operation. In view of the fact that the roads have laid off thousands of employees, worked short time, and closed down entirely many of their large repair shops part of the time during the past year, this increase does not indicate efficiency in management.

JUSTICE WAGNER OF N. Y. SUPREME COURT REFUSES TO ENJOIN PICKETING.

While injunctions in labor disputes have been falling in recent years, like leaves before an autumn gale, it is refreshing to find at least one judge refusing to be led away from the path of justice, and into the usurpation of constitutional rights by the prevailing custom of a large part of the judges in issuing sweeping injunctions in labor disputes, upon the mere application of employers and upon *ex parte* testimony, without those enjoined having the slightest knowledge of such proposed action or any opportunity to present evidence or argument in opposition. Such a commendable stand for justice was shown by Justice Robert F. Wagner of the New York State Supreme Court recently when he set aside a temporary injunction that had been granted to an embroidery firm and refused to interfere by court action with the picketing of this firm's plant.

In giving his views on the legal right of workers to picket, Justice Wagner said: "I am also asked to restrain the picketing which some of the defendants are concedingly doing in the vicinity of the plaintiff's place of business. I know of no sound principle of law which prohibits orderly picketing or that which does not transgress on the rights of others. Indeed a great body of law affirmatively establishes the opposite proposition.

"The right to picket is founded on constitutional principles, and although it might appear that some recent adjudications in certain jurisdictions encroach upon this right, the constitutional guarantee still survives and must be respected and upheld. Nor is it material whether one or several pickets be maintained. Right or wrong is not determined by mere numerical considerations. The act of a single man, if right, is not made wrong because it is performed by several men.

"The right to freedom of speech and freedom of actions belongs not

only to the individual but to individuals combined for a lawful purpose. That several insist on exercising their rights simultaneously does not of itself transmute their act to a wrong or illegality. Of course, if the employees approached are unwilling to listen to argument or inducement brought forward by defendants, they should not be disturbed, for it is the constitutional right of every person to refuse to hold conversation with others, even if such arguments be fortified with wisdom or benefit to the person whose audience is sought.

"The plaintiffs also assert that their legal rights are being violated, because the pickets are attempting to induce plaintiff's employees to abandon plaintiff's employ and join the union in violation of their agreements of employment. Were plaintiff's cause not impaired by their own breach of contract their ground for relief would be persuasive." Justice Wagner goes on to state that "any transgressions of the law should be dealt with in the ordinary way," and winds up by saying, "The most drastic, severe and permanent of all injunctions against violence is the penal law. A court of equity is not a police station."

While Justice Wagner seems inclined to recognize or construe the legality of individual contracts, extracted from individuals as a condition of employment, and to this extent we believe he erred, but the other grounds for refusing an injunction are sound, old fashioned, construction of constitutional rights of the people and this position will prevail after the present wave of hysteria against organized labor passes and the courts as well as employers come to their senses again.

LIBERAL FORCES SEEK UNITY IN POLITICAL ACTION.

Before this issue reaches our members, a meeting will have been held in Chicago by representatives of labor, farmers, independents and others for the purpose of seeking an understanding and arranging a united and concerted political action in the congressional election next fall, when all congress men and a large part of the United States senators are to be elected. It is not proposed, we believe, to form an independent political party, but to act unitedly, in voting independently, that is vote solidly for the best candidate presenting themselves in each district regardless of their political affiliation. In some congressional districts in various states, in control of the forces of reaction, they may succeed in placing only reactionary candidates for both old parties in the field, in many of these districts conditions may be favorable for independent action, and quite likely, if this conference is successful, independent candidates will be placed in the field.

However, labor has many good friends now in Congress affiliated with both old parties and of course it is vitally interested in their re-election. One of these Senator LaFollette of Wisconsin, is one of the ablest and truest friends that labor has in the United States today, his steadfast loyalty and zeal in the cause of the masses has aroused the enmity of the forces of privilege and reaction, he is a thorn in their flesh for he stands between them and the further exploiting of the people, and we are told they will spend oodles of money to defeat him, already they have started their campaign by employing stump speakers to travel over that state, vilifying and abusing him. Senator LaFollette is too honest to have made money out of his position, therefore he has only his ability, integrity and magnificent record to defend himself against this boodling warfare. His defeat at this time would be little short of a calamity, not only to his own state but to the country at large, therefore every man who labors or believes in honesty, integrity and a square deal in conducting the affairs of our country owes it to himself, his family and his country to

do everything in their power to circumvent this corrupt and villianous campaign against Senator LaFollette, and aid the triumphal re-election of this staunch and true friend. Labor has other good friends in both branches of Congress and their re-election should, and no doubt will, receive the united support of labor. We hope this conference will be a success, that a sane and conservative platform of principles will be adopted and that it will result in uniting labor, the farmers and all others who believe in a government of the people, and that their united efforts will result in putting to route the forces of reaction now in control of Congress.

WOULD ABOLISH ELECTORIAL COLLEGE AND ELECT PRESIDENT BY A POPULAR VOTE.

We are told that Senator Norris of Nebraska has introduced a joint resolution in the Senate providing for an amendment to the Constitution, which would abolish the present electoral college and place the election of President and Vice-President directly in the hands of the voters.

The practice in vogue at the present time, the voter does not vote direct for President or Vice-President, but for electors selected by the different political parties, there is one elector for each congressional district and two elected at large for each state; while we believe, the original intention of the framers of the Constitution was that these electors should meet and in session vote for President and Vice President, the long prevailing custom has been for the electors of each state to meet and vote for the candidate of their party and to dispatch a messenger to Washington with the result of their vote and these are canvassed and the result made known. Under this plan it is possible to elect a president by a minority of the popular vote and this has taken place in some instances.

The reason for this is that in some states electors are elected by very large majorities while in other states those of an opposite party may be elected by a very small majority, and should a bare majority of the electors be elected by these small margins, their candidate would win even though the electors of the opposing party were elected by a large majority of those voting.

For some time it has been the policy of special interests to endeavor to so influence the selection of the candidates favorable to them, by both of the two main parties, and they would not care a rap which way the contest went, it was heads they win, tails you lose, no other candidate had a ghost of a show. However, if the constitutional amendment to elect by popular vote, was inaugurated, the situation would be quite different, and it would not only be possible but probable that in the not far distant future, an independent candidate would be successful in reaching the White House. The died in the wool partisans of the old parties are no doubt fully aware of this and it is not likely they will fall over each other in their support of the amendment and it is quite likely in for hard sledding, especially by the majority of the present Congress.

However, public opinion is becoming stronger for this reform, as they were for the election of United States Senators, and while they had to wait a long time for that change, they finally secured it, and no doubt in the end their wish for the popular election of President and Vice-President will prevail. In the meantime we believe a constitutional amendment providing for the election of federal judges would have even more far reaching and beneficial results, it would at least bring them within waving distance, if not hailing distance of the people, as it is now they are beyond their influence and absolute in their authority, the odd man in this body can paralyze the efforts of Congress to enact remedial legis-

lation in behalf of the people, they are amendable to no authority and elected for life. Some say we should keep the courts out of politics, but events for the past generation or more, shows the judges keep their ears very close to the ground so as to record political waves and trim their courses accordingly. We see no baneful effect in elected all judges in some of the states and believe it would be beneficial to elect our federal judges.

PRINTING MEMORIAL RESOLUTIONS.

For a long time the Editor has been trying to discourage the habit of our lodges in sending in for publication long resolutions on the death of a member, or a relative of a member, furthermore we were instructed by the Executive Council to cease their publication, we gave due notice to our members and tried to carry out these instructions in good faith, but the lodges persisted in sending them in and in order to conform with their desires as far as possible, we cut out the preambles and resolution and printed the substance of the matter, and in addition to this we carried a memorial list in which was recorded the names of the deceased member and location of lodge of which they were members, time and place of death, and the same for relatives.

However, the volume of these resolutions have so increased lately that even with the cutting out of all surplus matter, they take up so much room in the limited space in the journal, that other matter is crowded out, which would be beneficial and instructive to our members. Many of the other trade journals have cut out the printing of these resolutions, and believe that we should do so too, therefore, commencing with our next issue we will run a notice at the top of our memorial column that "the following deaths have been reported and suitable resolutions in honor of their memory received," and then give the name, number and location of lodge and time of death, and as we expect to treat all alike there will be no room for kick and we hope this will meet with the approval of all.

With the present size of our journal we are forced to economize in space as much as possible so that we may give as much information and as many features as possible, in order to try to satisfy the tastes of all as far as possible.

THE TERMS OF AGREEMENT WITH THE STRUCTURAL IRON WORKERS TO BE ENFORCED.

In another part of this issue will be found communications from President Franklin and President James O'Connell of the Metal Trades Department, which set forth in detail, the terms of an understanding reached at a recent conference of the Executive Heads of the two organizations and President O'Connell, on the matter of enforcing the terms of the jurisdictional agreement entered into between the International Association of Bridge, Structural and Ornamental Iron Workers and our organization in 1910. We are also again reproducing the agreement in full, so that all may be fully advised of its terms as well as the manner in which it is decided to undertake their enforcement. We believe our members have tried to live up to this agreement in the past and that they will do so in the future, but unfortunately for peace and harmony between the two organizations, many of the members of the Structural Iron Workers organization, evidently have not been so inclined for complaints have come to headquarters from our members in a great many places, that Iron Workers were doing our work. These complaints have been especially numerous since work has become slack.

The matter was brought up at the last convention of the Metal Trades

Department, and it was decided that the terms of this agreement must be lived up to by the members of both organizations and it was decided the agreement would be published in the Journal of both organizations and this was done and the action of the Metal Trades explained, but this has not removed the injustice practiced against our members so it has now been decided that where a violation of the agreement takes place, charges shall be preferred and upon conviction, the offending member will have his card revoked by the officers of his organization.

We believe our members will comply willingly with the agreement in spirit and letter, and when they find a member of the Iron Workers doing our work in violation of this agreement they should get every detail of the matter, they should promptly report it to the officers of their lodge and be prepared to make an affidavit so that same may be sent to the Grand Lodge for action and redress.

CONGRESSMAN McSWAIN WOULD LIMIT POWER OF SUPREME COURT TO ANNUL LAWS.

Congressman McSwain of South Carolina has introduced a bill in Congress requiring that at least seven of the nine members of the Supreme Court of the United States shall be necessary before a law enacted by Congress or any state shall be declared unconstitutional. This measure was no doubt prompted by the many recent reactionary decisions reached by this body on a vote of a bare majority.

The most recent decision reached in this way by the Supreme Court was in declaring void an act of the State of Arizona, which prohibited injunctions in labor disputes, which has the effect of destroying a large part of the good accomplished by the enactment of the Clayton Act by Congress. While this bill of Congressman McSwain is no doubt a step in the right direction towards removing a serious evil we do not believe it goes far enough, it should require unanimous opinion of all the justices sitting in the case, or better still to remove their assumed authority to pass upon the validity of the laws enacted by the duly authorized representatives of the people. Many authorities tell us that the framers of our Constitution, did not intend to give the Supreme Court authority to pass in judgement on the work of our lawmakers and as far as we can see, there is no such authority given in the Constitution.

If, however, the court is to be allowed to continue its practice of passing upon the validity of the acts of our lawmakers, it should require unanimous concurrence in all such cases. We require that juries reach their verdicts by unanimous vote, even if the case arose from a dog fight, and it should not be possible for five reactionary members of a court to nullify in a few minutes what it took our lawmakers months and an infinite amount of work and investigation to enact.

A striking and far reaching case of this kind was in the income law. During President Cleveland's administration, Congress enacted an income tax, it was promptly challenged by its enemies and soon reached the Supreme Court, where it was argued for and against by learned counsel on both sides, then it was considered by the court and it was found that five justices were favorable toward declaring it constitutional and four were for declaring it unconstitutional, through some unaccountable way, one of the five completely changed his opinion over night and voted to declare the law unconstitutional, which was done by a five to four vote, and it took more than a quarter of a century of time and vast amount of labor and expense to remove the legal impediment placed in the way of an income tax law by this five to four vote. This was accomplished by a Constitutional Amendment and now the income received through this

source is the main reliance for the revenue to support our government. By all means restrict the power of this court and go the full length of requiring an unanimous vote of all justices, in all cases involving the constitution of the United States or any of the states thereof.

THE ARMS PARLEY COMES TO AN END.

After a session of more than three months, the World Conference on limitation of naval armament has come to an end. Some progress was made in removing conditions that would in all likelihood lead to wars of the future, but just how much good was accomplished is problematical and only the future will disclose. As a result of this conference, the race for naval supremacy between England, Japan and the United States has ended, for the present at least by the agreement to reduce their navies and to build no addition thereto for a term of years, in this way a large burden of taxation has been lifted from the shoulders of the people of these countries. This of itself does not mean that the possibilities of future wars have been removed, it is but a step in that direction and in order to remove such possibilities many more steps in the same direction are necessary. The late world war vividly showed the possibilities of air ships in warfare, even in their crude state at that time, the efficiency of these are going to be developed in the future and it is quite possible that the battleships of the future will navigate the air rather than the oceans, and battles be fought in the clouds. Notwithstanding their possibilities and probable importance in the future, nothing was said or done, so far as we can learn, to hamper the development of air planes or air ships.

Some of the irritating questions concerning China and the far east were settled, but others still remain, Japan was evidently a hard bargainer and only made concessions in one direction upon condition that she receive concessions in another direction, and while agreeing to eventually give up Shantung, she is in control of Mongolia, Manchuria and a part of Siberia.

The conference agreed to ban the use of poisoned gases in warfare of the future, and we hope this will be the last of this inhuman practice and that it will be banished to the lower regions from which it came.

As a result of this agreement to reduce navies, work on most of the ships building for our navy has ceased and many more thousands of mechanics thrown out of work. In order that this large army, and the still larger army of those dependent on them, may not come to want and suffering the government should immediately take steps to provide some other means of employment. It has been suggested that the munitions and other supplies for the navy be manufactured in our navy yards, this is a good idea and quite likely can be made at a considerable saving of public funds. There is surely a strong moral obligation resting upon the government to help solve promptly the problem of unemployment arising from the changed conditions that it materially help to create alike through its needs in the past as well as the reduction in armament.

OUR GOVERNMENT POLICY STIFLING FOREIGN TRADE ADDS TO INDUSTRIAL STAGNATION.

While our government was the prime mover in calling the recent arms conference, looking to the future peace of the world, it has persistently refused to give any recognition or encouragement to our neighbors on the south of us—Mexico. While that country was in the throes of a series of bloody and disastrous revolutions for a number of years, it has long since emerged from these and firmly established a stable government, at the head of which is an able man—a statesman, heroic warrior and

sincere patriot, who is trying to open the door of hope to all of his countrymen and lead them "out of the land of Egypt and state of bondage" in which they were placed by the wiley dictator and military cabal who ruled that country for so long a period, with relentless sternness and corruption. Now apparently President Obregon is making an earnest effort to inaugurate a just, progressive and patriotic government for his people, with hopes held out to the submerged masses for a fuller life and higher standards of living.

This should commend him, not only to the people of the United States, but all liberty loving people the world over. Under these conditions it is incomprehensible why our government refuses to recognize and treat with the government of Mexico, unless it is swayed by the influence of the oil and mining interests and others that have exploited the natural resources of that country and are trying to force back conditions before the revolutions when they ran rough shod over the people there with impunity—while our government withholds recognition, these interests have been trying to start revolutions again so they can renew their regime of exploitation. What do they care, if these revolutions result in the death of thousands of people and want and suffering to hundreds of thousands of others so long as they are able to hold their ill gotten gains.

Were we to promptly recognize the present government of Mexico and lend them the encouragement of trade credits, like we have extended to European nations, it would start a large volume of trade that would give new life to our industrial situation and produce work for a large number of the idle people. Furthermore, the inauguration by our government of fairer treatment of Mexico, would have a good effect on the South American countries, they have become suspicious of the good intentions of our government, not only for Mexico but themselves as well, and as a consequence they have diverted a large part of the trade to Europe that should come to us.

Then again we have refused since the termination of the war to hold intercoursés or communication with the Russian people, because, for sooth, we do not like their present form of government. However, we should not forget that when, by the revolutionary war, we threw off the yoke of a foreign power and established a republic, our form of government was held in as much contempt and loathing by the monarchical governments of Europe, as we can possibly entertain for the present form of Russian government. No matter what forms of government other people choose to select for themselves, it should not prevent us selling to them some of our surplus products that they want and are in need of, nor prevent us from taking in exchange surplus commodities they may have and are needed by our people. England and Germany have arranged commercial relations with Russia and it appears to us it would be wise for us to do so too, a change in policy in this matter would serve to quicken the lagging wheels of our industries and thereby find employment for the millions of idle hands in our midst, who are in enforced idleness and in want, surrounded by the bounties of the earth, but without the means to obtain them.

AN OLD MAIL ORDER HOUSE.

One of the oldest and largest of the Mail Order Houses in the United States, Montgomery Ward & Co. is making preparations to celebrate next month, the fiftieth anniversary of the foundation of their company, which was started in 1872, in Chicago, Ill., with a capital of \$2,000 and at first did business in one room, now it has large establishments in Chicago, Kansas City, St. Paul, Fort Worth and Portland, Ore., and we are told it

now has 5,000,000 customers and that some of these have been with them since the business started. Its annual business, we believe runs into tens of millions of dollars. This company is issuing a golden jubilee catalogue, and invite all those interested in such matters to write for a copy, which will be sent them free of charge.

EDITORIAL NOTES.

The Labor Board will give a "hearing" commencing March 7, on the application of a number of the roads for a further reduction of pay and also the counter application of the trades affiliated with the Railway Department and others for an increase in pay. Just how much time will be taken up with this hearing is uncertain in view of the previous actions of this Board, at the last hearing of this kind the management was given unlimited time to present all the arguments and pleadings their representatives chose to make and the representatives of the men were sawed off without ceremony within an hour after they had started to present their side.

The hearing on the injunction granted by Judge Landis of Chicago, to the Pennsylvania Railroad restraining the Labor Board from publishing their ruling which required that road to treat with the organized men in its employ and arrange for agreements with them, has been postponed a number of times, and at this writing still remains unheard. In the meantime the Pennsylvania officials are doing all in their power to harrass and disorganize the men, but seemingly are not making very much progress in their nefarious work.

We are in receipt of a number of able articles on various phases of the railroad situation, from the pen of President W. S. Carter of the Brotherhood of Locomotive Firemen and Enginemen, and regret that our limited space has not, so far, permitted us to reproduce any of them. However, besides being published in the Locomotive Firemen's and Enginemen's magazine, they have, we believe been issued in pamphlet form and our members can no doubt secure copies from members of that organization. If space will permit, we will reproduce at least some of them in future issues of the journal.

District No. 1 of the Railway Department held a meeting in Kansas City recently, to pass upon certain rules promulgated by the Labor Board and after thrashing the matter out in detail, reached, we believe a satisfactory understanding and line of action in these matters.

It has been suggested that we might be of service to the wives of our members living at outlying places and small towns by devoting a little space to the reproduction of fashion patterns, and acting on this suggestion we have arranged to give the matter a trial and the initial article appears in this issue. We will be able in a short time to tell whether this feature is of service or not and can act accordingly.

QUOTATIONS.

Mental pleasures never cloy: unlike those of the body, they are increased by repetition, approved by reflection, and strengthened by enjoyment.—Coltan.

A man can no more make use of another's necessity than he that has more strength can seize upon a weaker, master him to his obedience, and, with a dagger at his throat, offer him death or slavery.—Locke.

The voice of reason is more to be regarded than the bent of any present inclination; since inclination will at length come over to reason, though we can never force reason to comply with inclination.—Addison.

STRIKES NOW IN FORCE.

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)
 Billberg Boiler Works, Houston, Tex. (Strike on.)
 Fellpsco Oil Works, Franklin, Pa. (Unfair.)
 The Lucey Mfg. Co., Chattanooga, Tenn. (Strike on.)
 Morse Bros. Mach. & Supply Co., Denver, Colo. (Unfair.)
 Cramps Ship Yard, Philadelphia, Pa. (Strike on.)
 Ajax Boiler Works, Denver, Colo. (Unfair.)
 S. F. Bowers & Co., Inc., Fort Wayne, Ind. (Unfair.)
 Provo Foundry and Mach. Co., Portland Me. (Strike.)
 Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)
 Ritter-Conley Co., at Paragon Oil Co., Toledo, O. (Strike on.)
 Mathison Alkali Works, Saltville, Va. (Strike on.)
 Lebamson Boiler Works, Lebanon, Pa. (Unfair.)

McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)
 Rushton Foundry & Machine Co., Alexandria, Va. (Strike on.)
 Dominion Shipbuilding Yard, Toronto, Ont., Can. (Strike on) on work being done by the Collingwood Shipbuilding Co., for the Dominion Government.
 Atlanta, Birmingham & Atlantic R. E. (Federated strike on.)
 Missouri & North Arkansas Ry. (Federated strike on.)
 Minneapolis Threshing Machine Co., Hopkins, Minn. (Strike on.)
 Cosden Refining Co., Tulsa, Okla. (Lock out.)
 Higgins Bros., Bayonne, N. J. (Unfair.)
 Vulcan Iron Works, Wilkes Barre, Pa. (Strike on.)

Official

February 3, 1922.
Kansas City, Kans.

Dear Sir and Brother:

I am attaching hereto a copy of a letter over the signature of Jas. O'Connell, President of the Metal Trades Department of the A. F. of L., which I trust you will give as prominent place as possible in the next issue of the official Journal.

The attached letters covers the result of the conference held in the office of the Metal Trades Department under date of January 17th. It was also agreed, as you will note from the letter, that the agreement between the two organizations would be published in order that the membership of both organizations will be fully advised as to the contents of the agreement, as well as the result of the conference above referred to.

Trusting you will be able to take care of this in the next issue of the Journal, with best wishes, I remain fraternally yours, J. A. Franklin, International President.

January 18, 1922.

Mr. J. A. Franklin, President,
Int. Brotherhood of Boiler Makers &
Iron Shipbuilders of America,
Brotherhood Block, Kansas City, Kans.
Mr. P. J. Morrin, President,
Int. Association of Bridge, Structural &
Ornamental Iron Workers,
1615 Syndicate Trust Bldg., St. Louis, Mo.
Dear Sirs and Brothers:

As a result of the conference held in my office yesterday between you two gentlemen regarding the violation of the agreement between the two organizations which has taken place during the past year. After giving careful attention to the presentation of the claims made by both of you my interpretation of the understanding reached is as follows:

1. That in the future each of you when complaining of any violation of the agreement taking place will immediately notify the president of the offending organization and he will at once make or have made an investigation and if the complaint made is found to be true he will order his members to cease working upon the job complained of. Failure of members to comply with his orders will justify taking away the card or cards of members refusing to obey his orders or the suspension of the lodge refusing to carry out his orders. If the president of the organization filing the complaint does not hear from the president of the organization who's members are alleged to be violating the agreement he will immediately notify by wire the president of the Metal Trades Department who will give the matter his immediate attention with a view to bringing about a result as indicated above.

2. It is agreed that both International

presidents will again publish in their monthly journal the agreement entered into between the two organizations calling the attention of their membership to the provisions of the agreement and setting forth the importance of the agreement being fully complied with, not only in the letter, but in the spirit in which the agreement was entered into.

3. In addition to publishing the agreement between the two organizations this letter shall also be published so that the membership of both organizations will be fully advised as to the conference held between the two International presidents and the president of the Metal Trades Department, and the understanding reached as indicated in this letter.

Appreciating the difficulty that both International presidents are experiencing in having the agreement carried out in the spirit in which it was written because of the industrial conditions existing throughout the jurisdiction of both organizations, and the effort that undoubtedly has and will be made by the employers of both organizations to employ men to the advantage of the employer, regardless of any agreement that may exist between the organizations here-in referred to, I feel confident that if the understanding reached at my office yesterday and the evidence of fairness and the desire to carry the agreement into effect by both International presidents, good results will undoubtedly be secured by both organizations. Fraternally yours, Jas. O'Connell, President, Metal Trades Department of the American Federation of Labor.

AGREEMENT.

Entered into between the International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America and the International Association of Bridge and Structural Iron Workers, pursuant to an agreement entered into at a conference at Indianapolis, Indiana, November 11 and 12, 1910. Meeting of International representatives of International Association of Bridge and Structural Iron Workers and the International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America.

The following work shall be under the jurisdiction of the International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America:

"Section 1. All boilers, breeching, uptakes, iron and steel ship building, all iron and steel tanks, pontoons, (air, oil and watertight), purifying boxes standpipes, smoke consumers, brewery vats, water towers, all work in and around blast furnaces and rolling mills, (except skips, stock houses, top rigging and other frame buildings).

"Section 2. Gasometers, including all

frame work in connection with same, steam, air, gas, oil or water-tight tank work.

"The following shall be under the jurisdiction of the International Association of Bridge and Structural Iron Workers:

"Section 3. The erection and construction of bridges and viaducts, whether of iron, steel or cast iron; the erection and construction of all steel and cast iron entering into the construction of buildings. viz.: Columns, girders, 'I' beams, channels, angles and lintels, bearing plates of steel and cast iron, coal bins, stairways, elevator inclosures and all ornamental work: the erection of structural towers, hoists, car dumpers, coal conveyors and ore unloaders; the wrecking of steel buildings and bridges; the erection of coal hoppers and ash chutes in buildings; the assembling and erection of the frames and plates of safety deposit vaults.

"As it was found impossible to agree on the question of steel stacks at the Indianapolis conference, it was agreed, pursuant to previous arrangement, to select Mr. James Duncan, First Vice-President of the American Federation of Labor, as arbitrator, whose decision was to be rendered in ten days and made part of the record of the St. Louis Convention of the A. F. of L., November, 1910. This decision having been rendered and ratified by the convention as herein set forth, it is hereby accepted and made a part of this agreement.

"Arbitrator Duncan's decision was as follows:

"Section 4. All sectional or other steel stacks erected in office buildings and hotels; all stacks erected in small power plants in connection with hotel or office buildings; all extensions to such stacks in buildings herein mentioned shall be considered as Structural Iron Workers' work.

"Section 5. All other steel stacks shall be considered Boiler Makers' work, viz.: All stacks in connection with power plants, blast furnaces, rolling mills and manufac-

turing plants, and all other power plants, not included in Section 4, to be erected by Boiler Makers.

"Section 6. Repairs on the stacks awarded Structural Iron Workers shall be done by Structural Iron Workers, and repairs on stacks awarded to Boiler Makers shall be done by Boiler Makers.

"Section 7. All connections between boilers and stacks (commonly known as 'breaching') built of sheet steel or iron, shall be done by Boiler Makers. All trusses, supports, or hangers erected for same to be done by Structural Iron Workers.

"This agreement will be effective on and after January 1, 1911.

"Any further disputes that may arise shall be first considered by the respective International Presidents. Upon failure to agree, the question shall be submitted to arbitration. None of the work definitely decided upon in this document shall be subject to further arbitration."

Meeting of International representatives of International Association of Bridge and Structural Iron Workers and the International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America.

Briggs House, Chicago,
Friday, May 8, 1914.

Present:

Frank M. Ryan, Int. Pres. I. A. of B. & S. L. W.

J. E. McClory, First Int. Vice-Pres., I. A. of B. & S. I. W.

J. A. Franklin, Int. Pres., I. B. of B. M., I. S. B. & H. of A.

A. Hinzman, First Int. Vice-Pres., I. B. of B. M., I. S. B. & H. of A.

John P. Ryan, Eighth Int. Vice-Pres., I. B. of B. M., I. S. B. & H. of A.

Meeting called to order at 10 A. M.

The following officers were chosen:

Chairman—F. M. Ryan (Iron Workers).

Secretary—Joseph P. Ryan, (Boiler Makers).

International Officers' and Organizers' Reports

A COMMUNICATION FROM INT. SEC'Y-TREAS. FLYNN.

In compiling our Fourth Quarterly Report, a typographical error was made in tabulating the Expense Accounts of Vice-President Ryan and Vice-President Coots on pages thirty-one and forty-one. The items show-

ing hotel expenses in their Home Cities are incorrect, as you will note the totals are correct with the item of Hotel Expense in their Home Cities eliminated. Yours fraternally, Joe Flynn, Int. Sec'y-Treas.

REPORT OF INTERNATIONAL VICE-PRES. JOHN COOTS.

Since my last report from Nov. 1st to 4th, at headquarters Nov. 4th at St. Joseph, Mo., where in company with Sec. Woods and a Committee from Lodge No. 31 we held a conference with the superintendent of the St. Joe Belt R. R. on the seniority case of Brother Clark. We were unable to get the company to agree to reinstate Brother Clark

at this conference. However, they agreed to jointly submit the matter to the U. S. Labor Board which has been done. Nov. 7th to 30th at headquarters attending the annual session of the Executive Council at which many matters of importance were handled. Dec. 3rd to 6th, at Chicago attending the hearing before the Examiner for Labor

Board on the case of Brother C. H. Drake, who was discharged by the Fort Smith and Western R. R. at Weelaka, Okla., the company alleging that Brother Drake violated Rule 25 of the Federal Inpection Laws. On Jan. 17th, the Labor Board handed down its decision on this case reinstating Brother Drake with seniority rights unimpaired and pay for all time lost.

December 12th to 24th, at Indianapolis on dispute with iron workers who were building a breeching at the Technical High School after numerous conferences with the representative of the iron workers and attending their meeting in an effort to get them to live up to the agreement between their organization and ours and to get off this job which had been fabricated in an open shop and the erection of same had to be done by union men on account of the Building Trades on the job insisting that this be done.

If the iron workers had laid off this job the members of Lodge No. 10 would have been able to force this firm to sign an agreement because of the fact that they were compelled to employ union men on this particular job.

In the last few months I have had several disputes of similar nature with the iron workers, in all cases they have ignored the agreement. I am beginning to think that it is about time we had a show down with them, either insist that the agreement be lived up to or abrogate it all together as the way they have been acting leads me to believe that the only time they want to put it in force is when some of our members happen to get on some job that they want to claim.

While in Indianapolis I conducted a trial of a member that had been referred back to Lodge No. 10 by the Executive Council, report of which has been filed at headquarters. Jan. 3rd at Murphysboro, Ill., in company with General Chairman Garvey and Brother John Curtis in an effort to carry out the instructions of the Executive Council, that is to try and arrange an amicable settlement of the controversy between Brother Curtis and Lodge No. 524. I have made a report of the entire matter and what transpired at the meeting to headquarters.

January 18th and 19th, at headquarters arranging data in connection with the reinstating and paying of benefits to the members of Lodge No. 695 of Hopkins, Minn., as per action of the Executive Council. Jan. 20th to Feb. 1st, at Minneapolis, Minn., where I put into effect the above action. While in Hopkins I attended a joint meeting of the Machinists and our members and urged them to co-operate in an effort to reach a settlement with the Minneapolis Threshing Machine Company, as there is rumors that this plant will start working in the near future on a large order from the Mexican Government, which in my judgment will leave an opening for our people to negotiate an agreement with this company if the proper co-operation is put into effect by all crafts involved.

In conclusion I wish to say that I hope that opening up of spring will revive the conditions that now exist in our line so that the large number of our unemployed, members may be able to obtain employment under favorable conditions. Yours fraternally, John Coots, Int. Vice-Pres.

REPORT OF INTERNATIONAL VICE-PRES. NOLAN.

Portsmouth, Virginia.

Since my last report for Journal the industrial situation in the Southeast remains unchanged, in fact the conditions in the railroad shops on many roads have become more acute, hundreds of men laid off, some temporary it is claimed, while many have been laid off indefinitely to swell the ranks of the millions unemployed, and the same old game still goes on and with a vengeance, by an international political and financial clique, who make possible the destruction of our present civilization in their unhuman policy against organized labor. Oh, well, "give them sufficient rope to get millions more from the American people and an opportunity of sandbagging the shop men to the tune of hundreds of millions in order that organized capital may control and dominate the world, cost what it will. Instead of economic justice we have suffering, instead of an effort on the part of the executives of the railroads to establish fair and reasonable conditions for the men in the shops through joint negotiations, there policy is to the contrary, evading the law at every opportunity and getting away with it

regardless of the fact that in many cases too numerous to mention, their respect for law is a standing disgrace, because of lack of enforcement by the courts. Supposing the situation was reversed and the officers of the railroad department of the A. F. of L. violated the law, what would happen, its unnecessary to say, as all of us know where the Kansas representative of the United Mine Workers is for a so-called violation of the orders of a judge of the industrial court of a state owned and controlled by a bunch of financiers and would-be Kaisers, let organized labor get there thinking caps on and consider the present un-American and dangerous conditions we are drifting into by getting together closer so as to hold organized labor together and as a unit, in order to apply the much needed remedy so as to prevent the destruction of our constitutional rights on the alter of financial greed. It can be done if we march to the ballot-box on election day and with a full knowledge of our rights as citizens and elect public officials who are pledged to safeguard the full rights of every American citizen, and not officials who are but a rub-

ber stamp in the hands and for the interest of the reactionary group of organized capital who recognize nothing but the almighty dollar wrung from the toil of labor.

January 1st, left Portsmouth, Va., for Richmond, Va., was requested to go there by instructions of the International president for the purpose of attending a meeting of District 41, C. & O. Railway, and on reaching there had the pleasure of meeting Brother Wilcox, general chairman of the Boilermakers and Helpers on the C. & O. and allied lines. Regular called meeting of District 41 of the C. & O. Railway and allied lines was called to order at 10 A. M., January 2nd, by Brother Wilcox, president of District, at Murphys Hotel, Richmond, Va., and after all committees were appointed by the chair, in accordance with by-laws of District, the credential committee retired for the purpose of passing on the credentials of the delegates as well as their financial standing with the District, and reported back as follows and with a recommendation that the following delegates be seated. Brothers Wilcox, Lodge 249; Montgomery, Lodge 238; Britt, Lodge 170; Barnette Lodge 525; Guher, Lodge 384; Farmer, Lodge 537; Mooney, Lodge 157; a motion to seat the delegates was carried unanimously, after which the regular order of business was taken up by the delegates and disposed of in accordance with present conditions as well as the International Constitution and by laws of District 41.

Many important questions relative to District 41 were reported by the delegates representing the various lodges of the International Brotherhood on the C. & O. system of railways, of working conditions in the shops of the company, all of which were referred to the proper committee or general chairman to handle.

The report of the general chairman, Brother Wilcox, was short but a real presentation of cold facts as existing not only on the C. & O. but all other roads in the country, and his advice to the delegates contained in his report, when explained to the members of their respective lodges will be the means of bringing about, when necessary, a greater degree of co-operation and so essential to success at this particular time between the local lodges on the system and District 41. Brother Wilcox made several important suggestions in his report, and among others was the necessity of a paid General Chairman, in order to protect the interests of the Boilermakers and Helpers on their systems of railroads, and so convinced the Delegates on the necessity at this time of a paid chairman by the logical reasons presented, that every Delegate present by motion agreed, on returning to their homes they would strongly advocate a sufficient increase in District dues to maintain a paid Chairman in the near future, and only for the specific instructions, the Delegates received from their lodges, the District dues would be raised without question, however.

the General Chairman was, by motion, requested to visit all locals on the C. & O. system in the interest of maintaining a permanent chairman and, trust every lodge on the C. & O. Railway will respond to a matter so vital to the Boilermakers and Helpers at this time in placing a paid Chairman on the system.

The C. & O. federation of shop crafts held their regular convention at Murphy's Hotel, January 3rd, 1922, with a large attendance of delegates, representing their respective local organizations affiliated with the C. & O. federation. Convention was called to order by President Stewart, who outlined the present industrial situation to the delegates and the necessity of absolute harmony in the deliberations of the convention, and further urged on all delegates to keep in mind, not only the federated movement on the C. & O. Railway and allied lines, but the future welfare of the general labor movement affiliated with the Railroad Department of the American Federation of Labor.

There were several speakers addressed the convention and among others were President Johnston of the International Association of Machinists, Brother Colvin of the State Industrial Commission, and also Brother Wilcox, former President of the Virginia State Federation of Labor, and Secretary of the Trades and Labor Council of Richmond, Virginia, all of whom made able addresses on present conditions and the necessity of close co-operation, one with the other, in order to hold their organization intact for the future protection of the men they represented.

The following officers were elected and installed to represent the C. & O. system federation: President, G. H. Stewart; Vice-President, P. C. Holler; Secretary-Treasurer, N. O. Bradley. After the business of the federation was finished, the convention adjourned, all delegates leaving for their homes, and with a determination to impress on the members of their local organizations the necessity of greater vigilance and co-operation in standing together as one man in the interest of a square deal in the Railroad shops, as the shop crafts are entitled to it, and must have it, regardless of this financial BUNK we hear so much about these days.

At the last meeting of the International Executive Council, a protest was read from Brother W. M. Galvin, of lodge No. 2 of Atlanta, Ga., to the International President, in which Brother Galvin made the charge that the business of lodge No. 2 was not carried on as it should be in the interest of the members of the lodge, and further that lodge No. 2 was run by one member and prevents its members from accepting employment in an open shop at Atlanta, Ga., and the result was that the writer was instructed by the International President and Executive Council to go to Atlanta, Ga., and make a full investigation and report.

results to the International President.

When I reached Atlanta, Ga., I had the pleasure of meeting Brother Basham, who I have known for several years, also a Committee with him, Brothers Moncrief and Cobb, who gave me a pretty good line of the affairs as conducted by the officers and members of lodge No. 2, and in complying with orders of the International office, gave me an opportunity to get the desired information first hand; also while attending a meeting of that old time lodge No. 2 of Atlanta, Ga., whose charter has hung in their lodge room for many, many years and is still there in defense of the membership of the International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of America.

I attended a regular meeting of the above lodge on January 12th and with a pretty good attendance of members from the Railroads and contract shops, but I noticed during that meeting that no one member of that lodge runs it business, but on the contrary, by all the members, and under the head of new business the grievance at two of the contract shops in Atlanta were fully explained by the officers and members on the floor of the lodge room and proven to be correct by the Recording Secretary's minutes; in fact, the writer realized that the charge made to the International President by Brother Galvin, against Lodge No. 2, and in particular against Brother Basham, was not in accordance with the orders of the lodge, as Brother Basham carried out every order given him by lodge No. 2, and a committee duly appointed to investigate the grievance in both contract shops to the letter, and further lodge No. 2 and Brother Basham should be highly commended for the action taken relative to a rotten situation that no trades union could accept or even tolerate, to allow the management of any shop in Atlanta, Ga., to attempt to force a Foreman Boilermaker to work an A. B. & A. scab in the shop and get away with it; such was attempted all right, but nothing doing on the part of Brother Basham, and he quit his job like a real trades unionist and with the approval of lodge No. 2, and is out yet, and will stay out until that particular contract shop is cleaned up sufficiently so that honest union Boilermakers like Brothers Basham and Cobb won't have to work with any scab, either off the A. B. & A. or any other scaby joint; and lodge No. 2 stands right behind them to a finish fight, and will be cleaned up, and cleaned up right when favorable industrial conditions come around, as lodge No. 2 has a bunch of live-wires, believe me, who want nothing but a square real and

the same consideration as the other fellow expects of them. This report is written in defense of lodge No. 2 as well as Brothers Basham, Cobb, and other members in justice to them, after a full investigation at a regular meeting of lodge No. 2, as well as from the minutes of the recording secretary, which leaves no doubt whatever that Brothers Basham and Cobb carried out the orders of lodge No. 2 in every particular, stayed to work in accordance with orders of lodge, and quit their jobs when necessary to protect the interest of their brother members at Atlanta, Ga., or anywhere else if necessary to protect the membership of the International Brotherhood and in accordance with the Constitution that governs it.

On January 18th I attended a regular meeting of Lodge No. 170, meeting was a large one and much business was transacted, as usual, in the interest of its membership, as well as the general labor movement, as Lodge No. 170 has held its Charter for many years and is still doing business at the same old stand, regardless of the knocks and bumps received during the industrial depression at Richmond, Virginia, in railroad and contract shops. However, there are many old timers in Lodge No. 170 who realize from past experience the necessity of organization, and for that reason their local lodge is in good shape, and with an active set of officers, elected because of their past activity in local and National affairs of the International Brotherhood.

I am at this writing at Richmond, Virginia, and by instructions of the International office, in connection with a State Boiler inspection Bill, which was introduced in the Senate on January 20th, and in the House January 24th; a public hearing will be held on Bill February 7th, and on that occasion a number of Boilermakers from the lodges in Virginia will appear before the Legislative Committee in the interest of a State Boiler inspection Bill, and among others are, Brother Savage of Lodge No. 57, Shultz of Lodge No. 428, Britt and Critzer of Lodge No. 170, Williams of Lodge No. 298, Montgomery of Lodge No. 238, Stewart, President of the C. & O. system Federation, Wilcox of Lodge No. 249, and General Chairman of District 41, and others including the Chairman of the Legislative Committee of the Virginia State Federation of Labor. It's the hope of the entire Committee that a State Boiler Inspection Bill will reach its final passage during the present session of the Virginia Legislature.

I am yours truly and fraternally,

THOS. VOLAN, I. V. P.

REPORT OF VICE-PRESIDENT McCUTCHEON.

For Period from December 15, 1921 to February 15, 1922.

Port Arthur, Ont., Can., Feb. 15, 1922.

From December 15 to 31, the writer's time was occupied with the situation in

Winnipeg and attending to a somewhat voluminous correspondence, as well as continuing the campaign of re-organization, of the railroad shop men at that point, which was to an extent halted, do to the formation of

another union amongst those workers known as the Canadian Association of Railroad Shopmen, which from the best obtainable reports, only secured fifty to seventy-five members from the Ft. Ruse back shops of the Canadian National Railroad, and none at all outside of there.

However, this makes three unions now attempting to induce the shopmen of Winnipeg to join them, which all helps add to the number that belong to nothing, or complete disorganization. Needless to say this is fine for the railroads.

January 1 to the 15, was spent between Rivers, Melville, Watrous, Saskatoon, Humbolt, Kamsack, Dauphin and Weepawa. Several grievances were adjusted and the books of lodge 529 and 451, at Rivers and Melville, were audited. All of the grievances related to the members' seniority. Brother Waculka of Lodge 529 and Brother Barker of Lodge 451 were elected as delegates to the district 30 convention, division No. 4, while the writer was present.

A special meeting of Lodge No. 600 at Saskatoon was also attended, and at which matters of concern to our members, including to what extent the boilermakers should agree to assisting in the washing of the boiler in the round house, and after considerable discussion it was agreed to prepare a proposition for consideration of the coming District 30 convention. Ex-president Brother P. Adolph, was selected as a delegate to that convention at this meeting also.

Several delinquents at the above mentioned places were also induced to pay up, and at Dauphin where the shopmen have been strong O. B. U., the prospects of having them return in a body are very bright, and with the exception of the leading hand at Melville and Rivers, all of the boilermakers and helpers at these places are now International.

January 15 to the 23 was devoted to the situation in Winnipeg, and issuing a circular letter to each of the possible members of our organization on the railroads in western Canada, but who were not now members. In this circular letter the writer sets out briefly the reasons why every man upon the railroads should be a member of his proper International Union. A copy of

this circular was also sent to one of our members at each point in my district.

January 23 to the 28 was spent traveling to and from Chicago and participating in a conference at which the officers and Executive Board of the Railway Employees Department, several of the Canadian Grand Lodge officers of the Railroad Shopmen International Unions, and Brother Moser, President and Brother McLean, Secretary of the Canadian Brotherhood of Railroad Employees and representatives of the International organization of Railway Clerks and Freight Handlers were in attendance.

This conference was held for the purpose or if possible, finding a way to bring the International Clerks and Freight Handlers and the Canadian Brotherhood of Railroad Employees together in Canada, as the situation created by both organizations claiming jurisdiction over both organizations is anything but desirable, in the best interest of the men.

After several days' consideration and bases of Amalgamation was drafted up the acceptable to the officers of the C. B. of R. E. and the officers and Executive Board of the R. E. D. and which it is now intended to try and get the International of Clerks to accept also, which if they do, should result in the complete amalgamation of the two organizations.

Pending acceptance or otherwise on the part of that organization, an agreement has been entered into, between the officers of the C. B. of R. E. and the Canadian officers of the International Unions who were present at the conference, to observe a policy of strict neutrality between said organizations, and for them in no way to interfere with members or possible members of ours and visa versa.

February 3 to date has been spent in Kenora, Ignace and in the Twin Cities here. At Kenora two delinquent members were persuaded to pay up, and at present the writer has the promise of eight out of ten possible members to line up tomorrow (pay day) on the C. N. R. here and which will help clean up another of the bad messes created by the secessionist movement.

Yours fraternally,

R. C. McCUTCHAN.

REPORT OF INTERNATIONAL VICE-PRESIDENT JOSEPH P. RYAN.

(Period January 16 to February 15, 1922, Inclusive).

Paducah, Ky., Feb. 15, 1922.

Chicago, Ill., Divisions 1, 2 and 3, Lodges No. 626, 533 and Conference Chicago Junction Railway.

January 16 to 23 at Chicago. Attended Conference Divisions 1, 2 and 3, at the Clarendon Beach Hotel on the 16, 17 and 19, on which latter date the meeting adjourned. Attended regular meeting Lodge 626, Chicago switching lines on the 19th. January 20th, assisted Shop Committee Lodge 626 in conference with Officials Chi-

cago Junction Railway, pertaining to application of overtime pay for back shop men employed on Saturday while shop was working five days per week. Presented ruling of U. S. Labor Board in the case of the Southwestern General Managers' Association as argument why our men should receive time and one-half for Saturday when called in on that day to perform work in connection with running repairs in addition to the regularly assigned employees while the back shop was on a 40-hour, five-day per week basis. The Officials declined to accept same as final so we agreed to have

the matter taken up with the Secretary of the Labor Board for interpretation insofar as the Chicago Junction Railroad shop is concerned. Visited R. E. Department same date in connection with this and other matters.

Attended regular meeting Lodge 533 Baltimore & Ohio and Chicago Terminal membership January 20. While attendance was small at both lodge meetings I find both locals wide awake and looking after their affairs. Employment is dull on all roads in the Chicago district and a number of our members are still furloughed. Practically all shops working short time. Owing to General Chairmen System Federation No. 99 being in conference with officials Illinois Central Railroad, I found it necessary to await adjournment of this conference prior to starting over lines of the Illinois Central in the interest of District Lodge No. 20 until January 24. At home 21 and 22. Answered correspondence.

**Division No. 1 Meeting Kansas City, Mo.
Local Lodge and Federated Meetings
Illinois Central Railway System.**

Leaving Chicago in company with Brother John McConnell, President of System Federation No. 99 and General Chairman Boilermaker's District Lodge No. 20 on January 24, I am pleased to report that we met with our members at Freeport, Ill., Waterloo, Ia., Fort Dodge, Ia., and Council Bluffs, Ia., on the 24, 26, 27 and 28. Local lodge meetings at Freeport, Waterloo, Fort Dodge and Council Bluffs. Federated meetings at Waterloo and at Council Bluffs. While the attendance was not what it should have been, I am pleased to report a fair attendance at all points and that the membership is in good condition all things considered. Considerable interest was manifest at all points regarding the rules released by the Labor Board and the position of the Railway Department on connection therewith.

Leaving Omaha, January 29, we arrived at Kansas City same date and on January 30 and 31 attended the special call meeting of Division No. 1, Railway Employees Department; 118 General Chairmen representing forty-one trunk lines, three terminals and four Chicago switching lines were in attendance at this meeting and a definite program was agreed upon with regard to the negotiation with railroad officials in Division No. 1, in connection with Rule 6 and the payment of overtime similar to the provisions of the National Agreement and past customs on all railroads which custom has been eliminated by the U. S. Labor Board in its Addendum 6 to decision 222 (Docket 475). While at Kansas City Brother McConnell and I attended a federated meeting of the Santa Fe shop trades at Argentine, Kan., on the 31st. A good attendance resulted and this meeting was addressed by General Chairmen Norris, Personett, Goff, Bolotte and Lauterborn of System Federation No. 97 Santa Fe lines, Brother

McConnell of District 20 and the writer. February 1 we spent at headquarters in connection with some organization matters. **Resumption, Tour Illinois Central System.**

February 2 to 15, our entire time has been occupied on the lines of the Illinois Central Railway. We have held meetings at East St. Louis, Ill., Clinton, Ill., Champaign, Ill., Mattoon, Ill., Indianapolis, Ind., Centralia, Ill., Carbondale, Ill., and we are now at Paducah, Ky. Local meetings with lodges No. 363, 399, 150, 224, 10, 426 and federated meetings at East St. Louis, Clinton, Champaign, Mattoon, Indianapolis, Centralia and Carbondale. Attendance has not been as good as it should be but the regular membership, always on the job manifested a keen interest in their affairs and the present status of our working rules and rates of pay and the agreement negotiations on the Illinois Central Railway. Several grievances have been ironed out and there are several which will necessitate further conference and perhaps Ex-parte submission to the Railway Department for approval and submission to the U. S. Labor Board. Management has attempted to construe the provisions of many of the Labor Board regulations in Addendum 6 to Decision 222 (Docket 475) to their own liking regardless of the wishes of the employees and these cases will necessitate some rigid investigation in conference and otherwise.

East St. Louis, Ill., Lodge 363—Construction Work.

While at East St. Louis February 2-3, the writer in company with Brother Wm. Walters, business agent Lodge 363, visited the Gasholder job at Scott Field, Ill. (U. S. aviation grounds), being erected by the Western Gas Construction Company, Fort Wayne, Ind. Lodge 363, and their representatives deserve commendation for their efforts in handling this job and which work was secured for our members by Brother Walters ably assisted by the Belleville, Ill. Trades Council; 44-hour week, wage scale \$9.00 for mechanics and \$8.00 for helpers, strictly union job. Capacity 500,000 cubic feet. This gasholder is being erected for the government in connection with the manufacture and storage of Helium gas in connection with the army observation balloons. Gasholders of similar capacity are to be erected by the Western Gas Construction Co. in the near future at Danville, Ill., and at Bloomington, Ill. Employment I find is dull everywhere and there are no inducements for the brother out of work to leave his home city. Railroads I find, vary as to hours of service. Some are on three days per week, others five days and still others on full time.

Attendance Lodge Meetings—Apparent Disinterestedness—Conclusion.

From personal observation derived from an itinerary embracing four states and twelve cities situated in various sections therein, I find that the membership in all

shop trades has suffered from an apparent lack of interest in their affairs pertaining to employment, working conditions and working regulations. At a time when railway management has combined to if possible, take from them practically all of the benefits derived by Railway Shop Trade unionists and railway employes in general as a result of the World War and operation of the roads by the U. S. R. R. administration. While management is carefully planning and seeking further reductions in wages not satisfied with the extensive reductions which have gone before by virtue of the 8c per hour wage cut, and the elimination of overtime provisions involving thousand of our shopmen, it is regrettable to not that many of our people are apparently dead from their neck up, as to the future and what it holds in store for them. It is

apparent that the assesement feature has made many indifferent as to the outcome. Men, stop and reflect if you will, and consider the assessment the railroads are asking the U. S. Labor Board to collect from you now and that they are asking that it be collected as soon as possible in their interest. There will be no way of escape. You must pay the assessment the railroads are asking—unless the U. S. Labor Board vetoes its collection, and that is a most doubtful question at this writing.

Stop and reflect. It was no trouble to be a trade unionist under General Order No. 8, supplement No. 4, and the National Agreement. It requires real stuff, the pure McCoy to be a trade unionist now.

I am fraternally yours,

JOS. P. RYAN,

International Vice President.

Correspondence

Manchester, Ga.

Dear Sir and Brother:

Enclosed find photo of the local representatives of the 14 organizations on strike on the A. B. & A. R. R. at Manchester, Ga. Who have been out since March 5, 1921, and are still standing like a brick wall.

Standing left to right are H. H. Maddox, blacksmith; Ben Walker, B. R. H.; E. W.



Federated strikers of the A. B. & A. Railroad of Manchester, Ga.

Hunt, sheet metal worker; J. B. Clegg, clerk; H. L. Collins, B. L. E., and Jim Justice, B. L. F. of E.

Bottom row left to right: G. C. Phelps, B. L. F. of E.; E. J. Hunter, Brt. Shr.; G. H. Gwin, O. R. C.; N. E. Cafferty, I. A. of M. W.; W. F. Harvey, boiler maker.

It is useless to tell this bunch that railroad men will not stick together. If this meets with your approval I would like to see it in the next issue of the Journal. Fraternally yours, W. F. Harvey, member of Local No. 503.

Nashville, Tenn.

Dear Sir and Brother:

Kindly publish, space and your consent permitting, the following in the Journal at the earliest convenient date:

TO ALL CONCERNED:

Please be advised that a person claiming to be a boilermaker, about 5 ft. 1 inch high, weighing about 140 lbs. blue eyes, black hair, a number of gold crowned front teeth, from the crowns of which the teeth are further decaying; uses a distinct bowery accent and inflection in speaking, and gives his name as Thomas C. Gorman, and claims to be out of Local 190 of Lorain, O., and who will excuse his inability to produce a card by claiming that he has lost all his belongings in a recent hotel fire, except the clothes on his back. This brother is an imposter, and is not worthy of assistance. Local 42 having gone to the trouble of checking up the records and statements this man has made after having helped him to a sum of money amounting to several dollars and taking his receipt therefor.

We are not bemoaning the loss of the money, but would much rather it had gone to help other and worthy brothers, a host of whom are sadly in need of it in this glorious and jobless country of ours, and knowing full well that the next man along who may be a brother but is unable to establish the fact will suffer because of the dishonesty of this Gorman, are requesting that this be published so that he who runs may read and this bird be forced to try his stuff on the unorganized and uninformed.

We believe that if space permitted and all other Locals should adopt and follow the practice of checking up on such fellows, who can suavely account for the absence of identification, and yet show enough

familiarity with the workings of the organization to lead one to suppose that they do, or have belonged, the practice would soon be almost stopped and the tone of the order raised, with the result that the worthy transient would get through confidence, what is now withheld through doubt and the open-shoppers who boast of their ability to get by, and refuse to pay anything to hold a job, as they express it, would come to realize that real organization can mean something.

Hoping this is not too long to be used, and with best wishes. Fraternally yours, E. H. McHugh, treasurer; L. C. Peal, secretary, committee.

New Orleans, La.

Dear Sir and Brother:

I hope you will find a little space in our Journal for the following remarks from me on the call of the convention: I have been a member of this brotherhood for some nine years, and my policy has always been to object to a law, or legislation before it becomes a law, and if I am defeated my policy has always been as my obligation to this Brotherhood stands for, to abide by the will of the majority.

How, then, can it be that Lodge No. 293 has not been satisfied with the laws of our organization in regards to salaries, or is it that Lodge No. 293 is not satisfied with the amount of work that some officer is giving our organization for the salary he is receiving. Now let me say that I have had a number of international officers in my home town and at any time I feel that the officer is not giving our Brotherhood value received, I do not fail to act.

Therefore, let's suppose Lodge No. 293 Resolution is carried out, and we have a convention, as the law requires, and delegates are elected to attend, and say the Grand Lodge has enough of cash to pay transportation for delegates, and what lodge is able at this time to pay salary to delegates, or what member of our Brotherhood is able to attend the convention and pay his own expense? I will say my lodge

is not able to pay any of our members' expenses or salary, or maybe some of the members of Lodge No. 293 would like a trip to Kansas City to see our new office building, or maybe Lodge 293 has too much money in the treasury and they want to treat some of its members to a ride.

Therefore, let's wake up and not think about crippling our organization leaders, as the shop owners have crippled some of our local leaders, and not only cut their wages but denied them a living. What we are doing within our own ranks is just what the National Association of Commerce wants to know and look out for. The above association has been successful in some cities, and have given some of our local leaders bigger inducements to act as tools for their movements, so please don't drive any of our present officers to resign by cutting their small wages that barely carry them along in this fight. Our Brotherhood has spent lots of money to educate them in this movement and to lose them at this stage of the game would mean our Waterloo.

Now I hope all our members will do just as Crescent City Lodge No. 37 has done—vote the resolution down. Be men, and back up the delegates to our last convention and carry out to the letter what our constitution calls for, and show the true spirit of Organized Labor. Hoping to be satisfactory, I beg to remain, fraternally yours, Louis J. Costella, member L. 37.

Indianapolis, Ind.

Dear Sir and Brother:

It has pleased the Almighty God to remove from earth the beloved brother of Local No. 51, and husband, Bro. Neal Trestler. We, the members of Big Four Local No. 51, extend our heartfelt sympathy to his wife and family in this sad hour of bereavement and pray that the Almighty God may comfort them. John H. Cron, Harry H. Walters, Frank W. Pendleton and A. Perkins, Com.

Grand Rapids, Mich.

Dear Sir and Brother:

Kindly publish in the next issue of the Journal, the donations of the following Subordinate Lodges who have contributed to the "appeal" of Lodge No. 84 for Jas. J. LaBatt, Reg. No. 75498.

Local No. 84 wishes to thank all lodges, who have contributed to this worthy cause. Thanking you in advance for publishing this list in the next issue of the Journal, I remain with best wishes, fraternally yours, Fredr. J. Klumpp, former Sec. of Local No. 84.

Lodge No.		Lodge No.		Lodge No.	
10	Indianapolis, Ind.....\$3.00	313	Minot, N. Dak..... 2.00	496	Huron, S. Dak..... 2.50
11	Minneapolis, Minn..... 1.00	340	Herington, Kans..... 5.00	518	Fort Dodge, Iowa.... 5.00
91	Carthage, Ohio..... 5.00	348	Covington, Ky..... 1.00	530	Springfield, Mo..... 6.00
95	Evansville, Ohio..... 5.00	402	Portsmouth, Ohio.... 3.00	575	Villa Grove, Ill..... 2.50
119	Havelock, Nebr..... 1.00	428	Norfolk, Va..... 5.00	597	Escanaba, Mich..... 2.00
127	Battle Creek, Mich.... 5.00	434	Chicago, Ill..... 5.00	618	Antigo, Wis..... 2.00
139	Dayton, Ohio..... 2.00	440	Belle Plaine, Iowa.... 1.00	699	Ashland, Wis..... 2.00
161	Boone, Iowa..... 5.00	450	Washington, D. C.... 2.50	713	Breckenridge, Minn... 1.00
184	Harrisburg, Pa..... 2.00	470	Niles, Mich..... 3.00	719	Detroit, Mich..... 5.00
199	Horton, Kans..... 1.00	477	Salem, Ill..... 1.60		
220	Chicago, Ill..... 6.00	485	Green Bay, Wis..... 2.00		
286	Fort Scott, Kans..... 1.00				
				Total	\$92.10

Oakland, Calif.

Dear Sir and Brother:

Enclosed please find two photographs of the monument erected over the grave of Brother J. C. Maguire, Reg. No. 24432.

This monument was erected from the money that Brother Maguire received from the death fund of The International Lodge, \$300.00.

Brother Maguire died leaving no relatives and the last time I saw him he asked me to see that he got a decent burial and that the

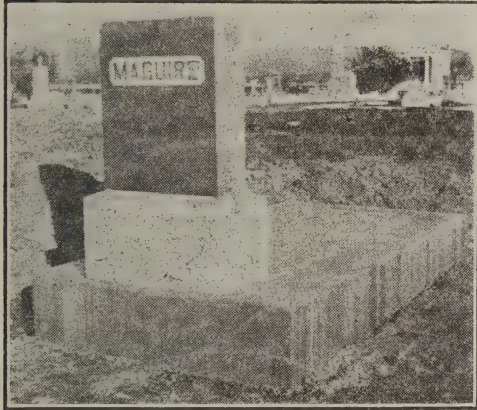


Photo of monument erected to the memory of Bro. J. C. McGuire (deceased), formerly a member of Local 233, Oakland, Cal.

Boiler Makers would not forget him after he passed away.

I have tried to carry out the wishes he made to me; as you can see the monument is suitably marked, the concrete slab over the grave is three feet wide by over six feet long and one foot in thickness reinforced with steel bars throughout, on the reverse side of the monument is this lettering:

Erected to the memory of
J. C. Maguire
by the International
Brotherhood of Boiler Makers.
Died—Aug. 8th, 1921.
Aged 57 years.

Trusting you will find space in the Journal for the picture and the letter I am, Fraternally yours, P. J. Wilson, Sec., Bus. Agt., No. 233.

San Antonio, Tex.

Dear Sir and Brother:

Please publish in the next issue of Journal. It has pleased the Almighty God to remove from the midst of the world the father of our worthy Bro. Jos. McIntyre, and we, his brothers of Lodge No. 345, extend to him and his family our heartfelt sympathy, and pray that God may comfort and console them in their hour of bereavement. Fred Anderson, C. J. Collins, Com.

Detroit, Mich.

Dear Sir and Brother:

Bro. Charles H. Schwartz, of Lafayette Lodge, Local 169, Detroit, Mich., died on the 5th day of January, 1922. He was a good

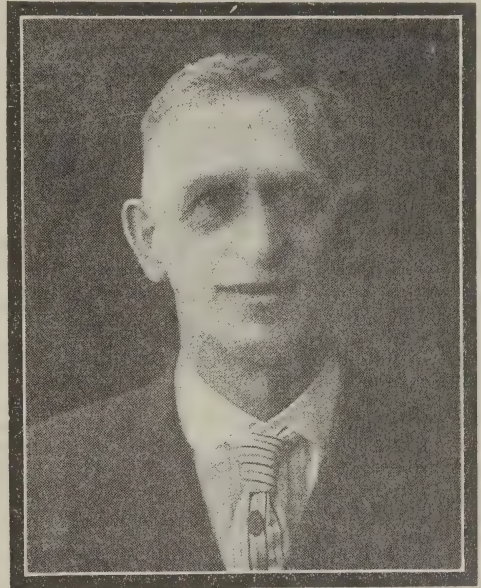


Photo of Bro. Chas. H. Schwartz (deceased) of Lodge 169, Detroit, Mich.

union man, always looking out for the benefits of the union. He is a man Local 169 is much indebted to. He was holding office as financial secretary of Local 169. J. Michaels, C. and F. S., L. 169.

Sacramento, Calif.

Our Government has spent millions of dollars on the Muscle Shoals Project, then the Sunday Civil Appropriation Bill of last Congress contained an item of \$10,000,00 for the completion of this project. What happened to this item? Big Business gets busy and tells our law makers that they do not want the Government to go into business in competition with them, and lo and behold the Dam was never completed on account of the \$10,000,000 appropriation being stricken from the bill.

Then along comes Henry Ford who makes our Government an offer to buy this incomplete project which our law-makers were about to scrap, then what happens? A flying of eagles and waving of flags, conclave of politicians and an uprising of Big Business, a monkey wrench is thrown into the machinery of Government and the gears thrown out of joint. It is now undergoing repairs and at this time it is hard to say if this machinery will ever function again the same as it has in the past.

It is high time that the people of the United States raise their voice and tell these

senators and congressmen whom they send to Washington where to head in at.

Ford desires Muscle Shoals for the purpose of manufacturing of fertilizer, aluminum and sulphuric acid. Should Ford get Muscle Shoals and manufacture the above named articles, some of the 100 per cent profit trusts whom insist on paying their employes starvation wages under the un-American Plan, would be forced out of business. Big Business has said that it would be tantamount to an experiment in Soviet control to turn this plant over to Ford.

I am figuring that our law-makers will get busy and make another law. Pass a \$10,000,000 appropriation, finish the dam, run the plant half heartedly for a while at a loss and then sell it to one of the trusts for a fountain pen to sign the bill of sale with.

Strange how Government owned enterprises lose money (and they tell us) we always elect brainy men to office. Strange also why some men will spend millions of dollars to be elected and stranger still is that we elect these men.

A short time ago there were men running around the country giving their services for one dollar a year. Strange that the American Plan advocates did not capture these men or probably their services were not worth the dollar.

It is time our leaders got their heads together and the next convention of the A. F. of L. would be a good place to do this. Give us a party of our own, pick out the good material we now have in Congress and the Senate, fill up the (large) gas, give us the slate, use all our Journals, papers and other mediums for propaganda. Let us go to it and we will do the rest or at least make a better attempt at it than is now being done.

Are we forever to remain Republican Boiler Makers and Democratic Structural Iron Workers, or etc., or are we going to get together and accomplish something.

The labor movement is now seething with unrest, men are losing faith—something must be done. I still have faith in our leaders. I know that divided we are weak, but then I say to our leaders get together as divided they are also weak.

The world is good. These United States are what we make them. We have been experimenting for a long time. Now let us get together and bring forth the finished project. Can it be done? Ask through our Journals and other mediums. Let's go.

Well Jim, I am out of ammunition but am willing to try any thing once with the exception of hanging and I believe you would give me this sentence now, after you finish laboring with this. Fraternally yours, V. J. O'Leary, Lodge No. 94.

Harrisburg, Pa.

Dear Sir and Brother:

It has pleased the Almighty to remove from our midst, by death, our esteemed brother and co-laborer, Harry E. Groff, who

has for many years occupied a prominent rank in our midst, maintaining under all circumstances a character untarnished, and a reputation above reproach, and in the death of our brother, Harry E. Groff, we have sustained the loss of a friend whose fellowship it was an honor and a pleasure to enjoy; that we bear willing testimony to his many virtues, to his unquestioned probity and stainless life; that we offer to his bereaved family and mourning friends, over whom sorrow has hung her sable mantle, our heartfelt condolence, and pray that Infinite Goodness may bring speedy relief to their burdened hearts and inspire them with the consolations that Hope in futurity and Faith in God give even in the Shadow of the Tomb. Committee, L. S. Howard, W. B. Crawford, R. A. Marzolf.

LaJunta, Colo.

Our Almighty God, in His Infinite Wisdom, has seen fit to call from the cares of this earth and from the association of dear ones to the land where there is neither sorrow nor sadness, but where only joy, bliss and happiness abound, Mrs. David Fulton of Johnstown, Pa., mother of Brother George Fulton. The deceased was 55 years of age.

Brother Fulton and wife were planning upon spending the coming vacation with the departed and relatives when they received the word of her illness and death.

The entire membership of Local 77 extends to Brother Fulton, his wife and relatives, our most sincere and heartfelt sympathy and we pray that the Great Ruler above will guide and comfort them in their journey through life. Fraternally yours, C. S. Hoar, Cor. Sec. Lodge 77.

Montreal, Can.

Dear Sir and Brother:

Kindly insert in the next issue of the Journal.

It has pleased the Almighty God in His divine wisdom to remove from our midst Brother H. McGee, who died January 23, also Brother W. Atkins, who died January 11. We, his brothers of Maple Leaf Lodge No. 134 do hereby extend our heartfelt sympathy to the families of both these brothers.

Should any brother around the port of New York meet Brother Peter McGee, he might draw his attention to this notice. Fraternally yours, R. MacPherson, Cor. Sec. Local 134.

Clifton Forge, Va.

Dear Sir and Brother:

It hath pleased Almighty God in his infinite wisdom to remove from our midst the Beloved Mother of our esteemed brother and fellow workman, Walter Taylor.

And we the members of Local No. 238 extend our heartfelt sympathy in this hour of sorrow and may Almighty God comfort and console him. Yours fraternally, Committee: F. H. Cahoon, M. F. Lawler.

Paducah, Ky.

Dear Sir and Brother:

Inclosed you will find a photo of Bro. R. L. Stevenson, which we members of Lodge 137 hope you can reproduce in the next Journal.

Bro. Stevenson was born in England in 1852, where he learned his trade, and being a skilled boilermaker, exercised his abili-

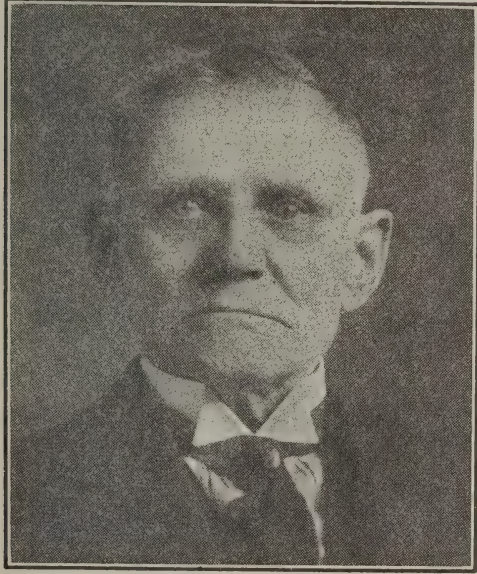


Photo of Bro. R. L. Stevenson, formerly a member of Lodge 137, Paducah, Ky., who has returned to his home in England.

ties in various countries. In 1912 "Uncle Bobbie", as he was familiarly called, accepted work with the I. C. R. R. and up until the past month has been on their payroll since then. Being too old to pass the efficiency test, the company showed their appreciation of his ten years of service by giving him his "walking papers." As all men have their faults, Bobbie had his, the worst being booze, likewise he had never acquired the art of laying aside a few dollars for the proverbial rainy day, and this stroke of ill fortune caught him wholly unprepared. Desiring to return to his Mother Country, where he states he will be cared for by his relatives, a donation was taken up for him and he was sent to England.

You brothers who read this would undoubtedly profit by Uncle Bobbie's experience. Remember, there is one thing none of us can elude—meaning Father Time, who will eventually put us out to the mercies of Charity if caught unprepared. Also, remember that it never has, nor never will benefit a man to take the place of another on strike. On the long run its only disastrous.

With best wishes, fraternally yours, Edwin A. Berger, R. S. L. 137.

Portsmouth, Va.

Dear Sir and Brother:

New Year's Day brought great grief to Local No. 718. It was the will of our Heavenly Father to remove from our ranks Bro. R. H. Ferguson, and we, the brothers

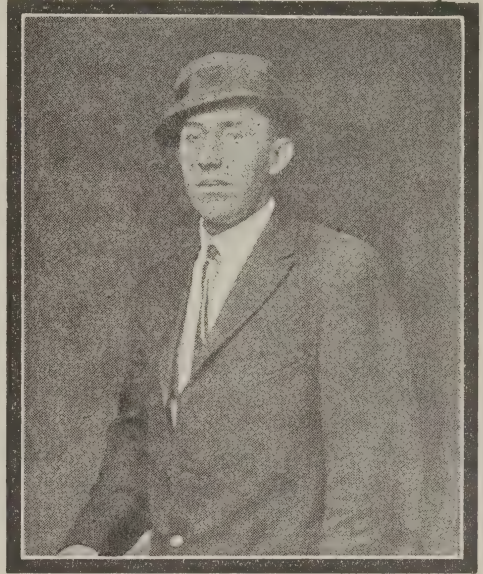


Photo of Bro. R. H. Ferguson (deceased) of Lodge 718, Portsmouth, Va.

of Local No. 718, extend to his family and relations our heartfelt sympathy in this, their hour of bereavement. We pray that the Heavenly Father may console them in their sorrow, and that they be softened by the knowledge that they will again meet their beloved one in a brighter and better world, where sorrows and cares are not known. Yours fraternally, A. C. McGhee, H. Brinkley, M. O. Roof.

Covington, Ky.

Dear Sir and Brother:

In the little city of Newport, Ky., a strike is being waged. This strike like many others of its kind, centers around the question of the "open shop." These steel workers are making a valiant fight for the right to maintain their organization, and it is reported that out of something like two thousand men, only three or four have deserted ranks and returned to work. In spite of the many obstacles placed in the way of organized labor today, these men are displaying a spirit of solidarity seldom seen during these trying days when every man's hand seems to be against his brother.

The trouble at the Newport rolling mills

is not of recent origin. The fact of the matter is, it dates back over a period of two years, since the difficulty between employee and employer arose. The strikers have been handling the situation so well that the mill owners have become alarmed and by some skillful manoeuvring, have succeeded in receiving the aid of state troops. The citizens protested against this evidently unwarranted action, but not withstanding these protests the troops remained about a month, patrolling the streets in the vicinity of the mill.

Now, as fair minded citizens of a great republic, let us try to understand just why these troops were sent into the city of Newport. Picture a strike in which the strikers are holding firm. They are doing picket duty, and this picketing is bringing good results for them. The pickets are convincing all who allow themselves to reason that the cause of organized labor is a just one. The employer already sees his is a losing fight, and sends for the state troops, a noble band of choosen men, who will help him preserve the dignity of capital. The troops, after a stay of several weeks, were removed only to return in a few days with most all the implements of modern war.

On Saturday afternoon, February fourth, these "guardians of law and order" raided the town and according to reports given on affidavit, these noble soldiers insulted, assaulted, and struck men, women and children. One woman, whose husband the writer knows well, was knocked flat with a child in her arms, while doing her Saturday evening shopping.

The Cincinnati Times-Star of February eighth in a news item reports Safety Commissioner, Thomasson as sending the following telegram to Governor Morrow, dated February 4th: "Respectable citizens and business men being blackjacked and assaulted on street by your men. Threatened my police and myself. Won't you please intervene? Conditions absolutely unbearable."

Many affidavits charging assault and mistreatment are reported to have been sent to Governor Morrow. Some of the language used by the militiamen, according to affidavit appearing in the "Cincinnati Times-Star" was too foul and obscene for publication and was represented by X's. However, Newport, Ky., is not the first and only place where such acts of violence have been committed. All over the land wherever and whenever the interests of Capital and Labor clash, and Labor seems to be holding its own, the troops have been sent to the scene under the pretense of perserving law and order. To one who has kept his eye on passing events this procedure is nothing new. It is the natural outcome of our industrial and economic system.

A question arises over the wealth that is produced. The working man wants more of

it in the form of wages, so that he may preserve his self-respect which every citizen of a great country ought to have. What is it that stands in the way of his getting a greater share of the wealth, which he produces? Capital. Or to be exact, the Capitalist Class. The capitalist rises and declares that the laborer shall not have more than a bare living. Be his position right or wrong, he will back it up with troops, if need be equipped with machine guns, tanks, rifles, bayonets and gas bombs (a German idea) such as were used against the miners in their strike in West Virginia a few months ago.

How long will such conditions as these continue? How long shall we continue to spill one another's blood wealth? How long will the workers continue to throw themselves against tanks, machine guns, bayonets and gas bombs in an effort to enjoy the right to life, liberty, and the pursuit of happiness? What is the remedy. Think it over. Look to your voting.—Arnold S. Harbin.

Terre Haute, Ind.

Dear Sir and Brother:

Will you please publish the following in the next issue of Journal. Local 246 wishes to acknowledge the receipt of the following donations for Bros. E. E. Poole, Reg. No. 123034, and Pat Callahan, Reg. No. 168994:

Local No.	Local No.	Local No.
10\$ 3.00	11 2.00	355 2.50
60 2.00	199 2.00	532 5.00
238 6.50	426 3.25	599 2.00
139 2.00	286 2.00	58 5.00
95 2.00	429 10.00	416 2.00
376 2.00	664 5.00	6 5.00
161 5.00	597 2.00	189 4.00
348 2.00	324 2.00	677 2.00
111 5.00	587 5.00	567 4.00
100 3.10	719 10.00	62 5.00
549 5.00	485 3.00	463 2.00
403 5.00	293 5.00	

Total received, \$132.35. On behalf of Bros. Poole and Callahan we thank the various locals for their donations. Fraternally yours, B. E. Huttar, Frank E. Davis, Ed Myerholtz, Com.

Marion, Ohio.

Dear Sir and Brother:

Please publish in the next issue of Journal. It has pleased the Almighty God to remove from our midst our highly esteemed Brother Edward B. Hampshire, and we his brothers, extend to his wife and family our heartfelt sympathy and pray that God may comfort and console them in this hour of bereavement. Brother Hampshire has been an active member for several years, serving as Chairman of our Shop Committee and Recording Secretary of Local Federation No. 7. Yours fraternally, J. A. Morrison, Secretary Lodge 336.

Hoboken, N. J.

Dear Sir and Brother:

Inclosed you will find herewith a photo that was taken at Panama Canal in 1913, the same being the Pedro Miguel lock before being submerged and those on same are Jack Connors of Bridgeport, Conn., and Hudson Lodge 163, Pres. Bro. John H. Yeck, Reg. No. 68943.

Bro. Yeck sailed from New York to work on the Canal on Sept. 8, 1907, worked in Cristobal shops for three years, Gorgona shops one year, Porto Bello shop one year,

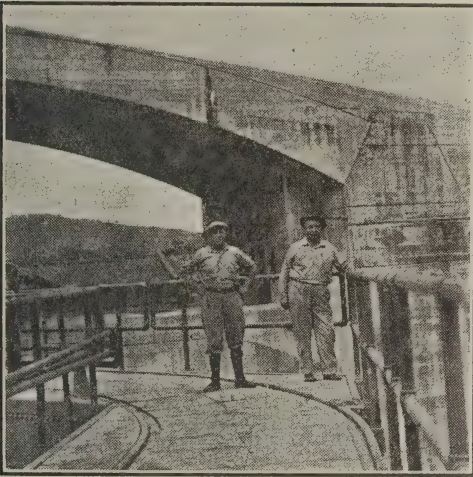


Photo of Bros. John A. Yeck (left), president of Lodge 163, Hoboken, N. J., and Jack Connors of Bridgeport, Conn.

was inspector on lock gates at Pedro Miguel locks two years, worked at Balboa one year, Paraiso repair shop one year, and received a service medal from the late President Theo. Roosevelt.

In Bro. Yeck Lodge No. 163 has a president that they can be proud of for no one can point out their finger at him, he has always done as he should have since 1878, at that time when only a boy he was well known by those in our craft, who worked on Stevens Battery where John carried water and Washington pie to them. When fourteen he heated rivets in McLaren's shop for the star gang of those days, Dan Connors and James Fenton, but as time went on Bro. Yeck became interested in politics and had many golden opportunities but unfortunately he drifted into the fighting game and as a pugilist he made quiet a name for himself owing to the fact he fought the following men: Fiddley Neary, Siddins Morse, English Harry, The Bowery Flash, Jerry Sullivan, James Duane, Brooklyn Jimmie, George Paul, The Black Diamond, Joe Crowley, Wm. Mahon, Tom Murphy, Bing Walsh, Tom Green, Cud Welch, Larry Dugan, Joe Hartmet and Nat Gillinandy, champion amateur of Western New York. As time went on

Bro. Yeck fought Owney Geoghans on the Bowery and was trial horse for Warren Lewis who is undoubtedly well known by those of those days, who are still alive.

Pres. Yeck has the co-operation of all in 163 and our only hope is that under his leadership we will see prosperity and once again live to enjoy the pleasures of life.

I, as an officer of Local 163 feel it a duty at this particular time to make known the fact that we have had the pleasure of having International Vice-President Bro. J. J. Dowd at our last two regular meetings, at meeting held on Jan. 20th, he appeared through a request from lodge and in so doing he enlightened those present as to conditions in New England states, he having just come from there and at the time explained everything that was of any benefit to the brothers of Local 163 employed at 134th St. Power House by Treadwell Eng. Co. Shortly after this meeting I acted in capacity of Business Agent and was authorized to make an investigation concerning a tank job being done by Wilson Bros., when opportunity presented itself I got in touch with Bro. Dowd and asked him if he could accompany me, he, as always is the case, and when in a position to do so immediately made appointment. We met and got in touch with those on job who were all ex-members of our organization with the exception of one brother. We then had interview with Mr. Wilson, but results were to no avail, and I returned to job, told result and those on job refused to work any longer. In conclusion I hope those who were at meetings attended by International Vice-President Dowd will bear in mind that which he said about present conditions and the outlook for the future, also what he said in regards to arguments in favor of open and closed shops.

There are no sound arguments in favor of the open shop, just as there are no sound arguments in favor of the individual closed shop when the closed shop turns toward graft and non-productiveness. The open shop would mean chaos in industry, it would mean workmen without leadership or organization, it would mean taking away from those that do the real work a right, that all employers reserve for themselves. Employers organize for protection and profit. Why should workers go back to the disorganized condition of cows in the field waiting to be milked? In Europe they know too much even to think of breaking down the unions. In this country they will know more, after they have tried it for a while and the sooner the men of this country realize that those who do all in their power to destroy their respective organizations are organized and for no other purpose other than to protect their interests, just so soon will the laboring men be in a position to secure that which is necessary so that they and their families may enjoy the comforts of life.

In conclusion kindly extend my warmest personal regards to all and hoping you will be in a position to insert photo and article

in next regular issue of Journal, I remain, yours fraternally, D. J. McGuinness, C. F. S. L. 163.

East Boston, Mass.

Dear Sir and Brother:

That there shall be no misunderstanding, I am pleased to state that our former business agent, Bro. Thomas J. Farmer, is keenly alive to the fact that it is for the best interests of our organization and of Organized Labor in general, that every encouragement should be given to the employment of American citizens, and union men in government work, in fact, so anxious has he been to see this policy carried out, that when he voiced his sentiments recently, in those lines, in a ship yard in Boston, when he had finished a job on a ship he was not told to come back to the next job. The deduction is obvious. Bro. Farmer, in the present uncertain state of affairs, has had occasion to work in different parts of New England, and whenever occasion has demanded, he has strongly upheld Americanism and trade unionism.

It was with much regret that Lodge No. 585 heard of the passing away of the mother of Ex-President William Irwin, early in February. She was born in Ireland about seventy-four years ago, and had lived in America for more than half a century. She was imbued to a remarkable degree with those inspiring Celtic qualities of kindness, generosity, patience and forbearance, which endeared her to a large circle of acquaintances who sympathize with Bro. Irwin and his other bereaved ones in the loss of a good mother, a kind friend, and a wise counselor. A wealth of beautiful floral tributes testified to the esteem in which she was held. After a solemn mass of requiem was celebrated on February 9, at her parish church for her soul's repose, she was laid to rest beside her husband and other children, who have preceded her unto eternity, at Holy Cross cemetery, Malden, Mass.

The many friends of Bro. Richard McGee, who did great work for the organization during the time he was business agent for Lodge No. 585, will be very well pleased to hear that he is making good as an instructor in our line of work in the Federal Department of Vocational Training of Charlotte, N. C. Unlike a good many others who have risen to high stations, Richard McGee continues to maintain a vigorous interest in our organization. I have learned that he has been made an honorary member for life of Salisbury, N. C., Lodge No. 226. Richard McGee's worth as an able and sincere advocate of the justice of the cardinal principles of trade unionism was thereby fittingly recognized, and the fact that he has to travel forty-three miles to attend the meetings, twice a month, of Lodge No. 226, plainly indicates that even if he

has been favored by Dame Fortune to a pretty good degree, he is still glad to associate with the rank and file, and stands ready at all times to lend a helping hand for the furtherance of every effort tending toward the betterment of the conditions of the men of this craft.

Bro. John J. Welsh contemplates seriously, with the advent of warm weather, a trip to California. If he should be lucky enough to win the automobile which will soon be raffled off by the Jeffries Yacht Club of East Boston, of which President of Lodge No. 585, Bro. John H. Hancock, is a leading member, "Red" Jack will probably tour the country from Boston to Frisco by motor-pony.

Business in any line in Boston shows little signs of improvement. The present winter has been one of the worst in many years, in the way of unemployment in this part of the country, for hundreds of men employed at the boiler making and in the ship building business, and the retrenchment programs, a direct result of the disarmament policy now being inaugurated, has made the situation more acute.

Our worthy International Vice-President, Bro. John J. Dowd, hopes to see a change for the better in business all along the line in the not too distant future, although he is keenly conscious of the fact that it will require almost superhuman efforts to get our organization on a good working basis again in the territory under his jurisdiction, and the loyal band of real union men of our business in Boston, who have endured suffering abuse, calumny and ridicule because they have remained faithful to their obligations to this organization, to which they, as well as the horde of back sliders, owe so much, fervently hope that Bro. Dowd's hopes will be realized. Yours fraternally, Daniel B. McInnes, C. Secy.

Oakland, Calif.

Dear Sir and Brother:

In the December Journal you very kindly published an article in regard to one of the delinquent Brothers by the name of H. O. Jones, No. 100331, now a delinquent member of this local, who left Rodeo, Calif., owing a bill of \$10.40 to The Co-Operative Store there.

This date I am in receipt of a letter from Mrs. W. B. Thornbrough stating that Brother Jones left Rodeo owing her a bill for board to the amount of \$9.00.

The total amount that the Brother owes the good people of Rodeo is \$19.40.

Now Brother Casey I wish you would publish this letter so that every secretary will take notice and that H. O. Jones will not be reinstated in any local lodge till he has squared this bill.

Trusting to see this letter in the Journal. If not the February issue the March issue. I am with best wishes, Fraternally yours, P. J. Wilson, Sec., Bus. Agt., No. 233.

Marion, O.

Dear Sir and Brother:

Please publish in next issue of Journal: We, the officers and members of Local No. 336, wish to extend our thanks to Bro. Jas. Sauce, International Representative, for the good service he rendered in getting Local No. 336 up to one hundred per cent. The members of this local have been on the street since July 31, 1921, for refusing to work on Sundays and holidays for straight time, which the Erie railroad tried to force upon us. We have been on the street for six months, and it has been a hard fight, but, thanks to Bro. Sauce's untiring struggle, we are still one hundred per cent. Bro. Sauce was at this point several days, working day and night getting the delinquent brothers back in line again. Yours fraternally, J. A. Morrison, Sec'y.

Chicago, Ill.

Dear Sir and Brother:

Please insert the following in the next issue of Journal, from the members of Lodge No. 533 to the widow and family of Bro. Louis F. Showalter, a letter of condolence:

Dear Madam: Words fail to convey our feeling of sorrow on the receipt of the intelligence of the death of our true and esteemed friend and brother, your husband. Our own grief at the loss of a true friend teaches us how crushing must be your affliction. May the Almighty, in His goodness, console you and yours in this dark hour of your tribulation. Believe us always to be true and sincere friends. Members of Lodge No. 533, G. H. Popple, Thos. Allen, Sec.

Oakland, Calif.

Dear Sir and Brother:

Kindly publish in your next issue of Journal the following: We, his fellow brothers of Local No. 623, wish to extend to Bro. A. Warrillow and family our heartfelt sympathy in the recent death of his beloved wife. May he feel that it was the wish of our Dear Father in Heaven to remove Mrs. Warrillow from her great suffering. Therefore, we, his brothers, share this hour of sorrow with him, and may the Lord bless and comfort him and his children until they again meet, where sorrow and cares are unknown. Fraternally yours, W. M. Timmons, C. S., L. 623.

Peru, Ind.

Dear Sir and Brother:

Please publish the following: All members of Lodge No. 384 join in expressing our sympathy towards our esteemed Bro. T. H. McAllister, whose devoted wife passed into the keeping of Him who doeth all things well, on January 25th, 1922. May she rest in peace. A. W. Johnson.

Dodge City, Kans.

Dear Sir and Brother:

Kindly publish in next issue of Journal. It has pleased the Almighty God in His divine wisdom to remove from our midst to the land of everlasting life, and where he shall know no sorrow or pain, our beloved brother, husband and father, P. F. Case. We, the brothers of Fort Dodge Lodge No. 487, do hereby extend our heartfelt sympathy to the bereaved wife and family, and pray God Almighty will comfort and guide them in life's great battle. Fraternally yours, B. M. Magar, S., L. 487.

La Junta, Colo.

Dear Sir and Brother:

On February 7, 1922, Little Star Lodge No. 30, Ladies Auxiliary to the Boilermakers, was one year old, and they gave a very nice entertainment and dance. They invited the boiler makers, helpers and apprentices to help them celebrate with them. There were a good many there and the program was one of the finest ever given by any auxiliary in the town. Later the ladies served a two-course luncheon which was greatly enjoyed by all who were there. Reba R. Blest, Cor. Sec'y.

Clifton Forge, Va.

Dear Sir and Brother:

At the last regular meeting of Lodge 238 resolutions of sympathy were adopted and copies of same ordered sent to the following brothers on the death of their fathers: Brothers R. L. Lawman, W. W. Mays, A. T. Painter and C. G. Humphries. The members of this lodge extend their deepest sympathy to the sorrowing brothers in their affliction, and trust that Almighty God will comfort and console them. Yours fraternally, T. H. Cahoon, M. F. Lawler, Committee.

Hornell, N. Y.

Dear Sir and Brother:

John Hiltz, member of Lodge 186, Hornell, N. Y., died at Canisteo, N. Y., December 9, 1921, account dropsy.

Mrs. Louis O. Stone, wife of Financial Secretary Louis O. Stone, Maple City Lodge 186, died December 10, 1921. The members of Lodge 186 desire to extend their sympathy to the relatives of the deceased and to express the hope that Almighty God will give them fortitude to bear their affliction. Fraternally yours, E. C. Ryan, Cor. Sec'y.

Aberdeen, S. D.

Dear Sir and Brother:

The members of Hub City Lodge No. 730 wish to extend their deepest sympathy to Bro. Fred Jasmer and children in their recent bereavement. Death has taken from them a devoted mother, who had twelve loved ones to care for. We earnestly pray that God will comfort and guide them in the future. Wm. Klien, C. S., L. 730.

Washington, D. C.

Dear Sir and Brother:

Lodge 730, Boiler Makers, of Aberdeen, S. Dak., has subscribed to LABOR for its entire membership.

Lodge 463, Boilermakers, Balboa, Canal Zone, has also subscribed to Labor for its entire membership.

The action of this lodge is very gratifying to us, and we are taking the liberty of requesting that favorable mention be made of same in the next issue of your monthly Journal. Fraternally yours, LABOR. W. P. Neville, Treasurer.

East St. Louis, Ill.

Kindly publish in your next issue of the Journal:

It has pleased the Almighty God in His Infinite Wisdom and power to take to his reward the mother of our esteemed Brother Wm. Hanley and we, the members of Local No. 363, extend our heartfelt sympathy to the family in this their said hour of bereavement, and pray the Almighty God may comfort and console them and that they may bear their trial with fortitude. Committee, Louis Wolf, James Flanagan, John Roche.

Wilkes Barre, Pa.

Dear Sir and Brother:

Kindly insert in the next issue of Journal.

The officers and members of Lodge 237 wish to extend their deepest sympathy to Brother Herbert Kitcher and family; also to Brother Benjamin Tyson and family. And pray that Almighty God may comfort them in their great sorrows. Fraternally, Geo. L. Moore, C. S.

Indianapolis, Ind.

The officers and members of Superior Lodge 709 wish to extend their heartfelt sympathy to Brother E. K. Hanson in his hour of bereavement, occasioned by the death of his wife which took place recently. H. O. Brenton, Secretary.

Dubuque, Iowa.

Dear Sir and Brother:

The members of Lodge 15 wish to extend their heartfelt sympathy to Bro. Herman Ott because of the death of his mother, which took place recently. May he bear his affliction with Christian fortitude. Fraternally yours, Thos. A. Gorman, Secy.

Hazleton, Pa.

Dear Sir and Brother:

It was the will of our Heavenly Father to remove from this life Ann, the beloved wife of Bro. Henry Zullick. We, his fellow brothers of Lodge 255, extend to Bro. Zullick and family our heartfelt sympathy and sorrow, and do pray that Almighty God will comfort and console the family in their sorrow. John Roller, John J. O'Donnell and Henry Weikert.

La Junta, Colo.

Dear Sir and Brother:

Kindly publish in your next issue that Little Star No. 30, Ladies Auxiliary to Boilermakers of La Junta, Colo., wish to extend their deepest sympathy to Sister Fulton and her husband in the loss of Bro. Fulton's mother. We also wish to extend to them and the rest of the family our heartfelt sympathy and pray that our Almighty God may comfort them in their great sorrow. Reba R. Blest, Cor. Secy.

In Memoriam

The following deaths of members and their relatives have been received with suitable resolutions of sympathy.

Members.

Brother John Hiltz, member of Lodge 186, Hornell, N. Y. died recently.

Brother Harry E. Goff, member of Lodge 184, Harrisburg, Pa., died recently.

Brother Charles H. Schwatz, member of Lodge 169, Detroit, Mich., died January 5.

Brother Louis Showalter, member of Lodge 533, Chicago, Ill., died recently.

Brother Neal Trester, member of Lodge 51, Indianapolis, Ind., died recently.

Brother P. F. Case, member of Lodge 487, Dodge City, Kansas, died recently.

Brother R. H. Ferguson, member of Lodge 718, Portsmouth, Va., died recently.

Brother G. H. White, member of Lodge 194, Victoria, B. C., died January 3.

Brother Edward B. Hampshire, member of Lodge 336, Marion, Ohio, died recently.

Relatives of Members.

Mrs. Joseph Mayer, wife of Brother Joseph Mayer of Lodge 163, Hoboken, N. J.

Mrs. Fred Jasmer, wife of Brother Fred Jasmer of Lodge 730, Aberdeen, S. D.

Mrs. Louis O. Stone, wife of Brother Louis O. Stone of Lodge 186, Hornell, N. Y.

Mother of Brother William Hanley of Lodge 363, East St. Louis, Ill.

Mother of Brother Herman Ott, of Lodge 15, Dubuque, Iowa.

Mrs. Henry Zullick, wife of Brother Henry Zullick of Lodge 255, Hazenton, Pa.

Father of Brother Jos. McIntyre of Lodge 345, San Antonio, Tex.

Mrs. T. H. McAllister, wife of Brother T. H. McAllister of Lodge 384, Peru, Ind.

Mrs. A. Warrillow, wife of Brother A. Warrillow of Lodge 623, Oakland, Calif.

Mother of Brother Geo. Fulton of Lodge 77, La Junta, Colo.

Mother of Brother Wm. Irwin of Lodge 585, East Boston, Mass.

Mrs. E. K. Hanson, wife of Brother E. K. Hanson of Lodge 709, Indianapolis, Ind.

Mr. Guy Davisson, brother of Brother Robt. Davisson of Lodge 622, Columbus, O.

Mrs. Doersan, mother of Brother W. H. Doersan of Lodge 622.

Mother of Brother Walter Taylor of Lodge 238, Clifton Forge, Va.

Father of R. L. Lawmon of Lodge 238, Clifton Forge, Va.

Father of Brother W. W. Mays, of Lodge 238, Clifton Forge, Va.

Father of Brother A. T. Painter of Lodge 238, Clifton Forge, Va.

Father of Brother C. I. Humphries of Lodge 238, Clifton Forge, Va.

Father of Bro. Robert Sayers, of Lodge 179, Denver, Colo.

News of General Interest

CONVENTION CALL.

Railway Employees Department
American Federation of Labor.

Chicago, Ill.

To the Officers and Members of all Affiliated Organizations, Greeting:

In accordance with the Constitution of the Railway Employees' Department of the American Federation of Labor, you are hereby notified that the Sixth Biennial Convention of the Department will be held in the Pompeian Hall, 4940 Sheridan Road, near Argyle Street, Chicago, Illinois, beginning at 10 o'clock, Monday morning, April 10, 1922, and will continue in session from day to day until the business of the convention has been completed.

In order to remove any doubt on the authority of the Executive Council to select the Convention City in this instance, we quote from the verbatim record of the Fifth Biennial Convention Report the following:

"Acting President Jewell: A motion has been made and seconded that the question of selecting the next convention city be referred to the Executive Council with power to act. All in favor of the motion will signify by saying aye; opposed no. The ayes have it and it is so ordered."

Pursuant to the action of the convention, this matter has been referred to the Executive Council, the majority of whom voting in favor of Chicago as the next Convention City.

REPRESENTATION.

Representation will be confined to the following National, International and Brotherhood organizations affiliated to this Department: International Associations of Machinists, International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America, International Brotherhood of Blacksmiths, Drop Forgers and Helpers. International Brotherhood of Electrical Workers, Amalgamated Sheet Metal Workers' International Alliance, Brotherhood Railway Carmen of America, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, Switchmen's Union of North America.

The Department laws provide that delegates be elected at least thirty (30) days previous to the convention. It is, therefore, necessary that the delegates be elected on or before March 10. No delegate will be seated who is not in good standing with the organization of his trade.

"Sec. 8. (B). No system federation or system craft delegate shall be entitled to a seat in the convention unless the system federation or system organization represented by the delegate has paid all its financial obligations in accordance with the laws of the department, to the respective system federations and the respective divisions."

Section 6 of the Department Constitution.

"Each National, International or Brotherhood organization shall be entitled to one delegate from each railway system, who shall be elected at least thirty days previous to the convention. Said delegate must be an employe of the railway he represents, or be employed directly by the men on the system, and the names of such delegates shall be forwarded to the Secretary-Treasurer of this Department, immediately after their election.

"A delegate elected and paid by a Federation, when the crafts in that Federation do not send delegates, will be permitted to represent all crafts in the Convention and vote on all matters, except on roll call, when he must vote as a member of the craft in which he holds membership."

Owing to the fact that there are a number of railroad system Federations composed of two or more railroads, the Southern Railway Company offers a good illustration. This system is composed of five railroads, each having a separate and distinct management. In all cases of this kind the Department has ruled that each organization will be entitled to send one delegate from any railroad that is recognized as having a separate or independent general manager.

Amendments to the Constitution and How Made.

"Section 40. Resolutions or propositions having for their object the changing of this Constitution must be in the office of the

Secretary-Treasurer of this Department 15 days prior to the convening of this convention. Resolutions pertaining to laws cannot be introduced after the convention convenes, except by two-thirds majority vote of the delegates."

Provision is made in Section 37 for the appointment of three members from the delegates elected who will compose the Auditing and Credential Committee, and also for five members from the delegates elected who will compose the Committee on Law.

The Auditing Committee will audit the accounts for the preceding year and also submit their report upon credentials immediately upon the opening of the convention. The Law Committee shall revise all amendments offered to the constitution and be prepared to submit their report at the opening of the convention. The salary and expenses of said committee shall be paid by this Department as per Section 31a and 31b. Said Committee to be paid by this Department only until convention convenes. No officer shall be eligible to serve on above-mentioned committee.

Credentials.

A sufficient number of credentials in duplicate form will be forwarded within a few days to the Secretary of each System Federation and to District Secretaries on lines not yet formed into System Federation, to insure that every opportunity will be given to make of the success of the coming convention by a full representation of delegates from all lines of the United States and Canada. An additional supply of credentials will also be furnished to each of the International Presidents to meet any further demand from their respective crafts.

After delegates have been elected, the District Secretary will fill out the credentials, the same to be properly attested by the seal of the District lodge, and forward the one designated "duplicate" to this office as soon as possible. The "original" credentials must be retained by the delegate and presented by him to the Credential Committee.

The Auditing Committee and the Law Committee will meet at the Department Headquarters, 4750 Broadway, at a date later to be decided upon, sufficiently in advance of the opening of the convention to prepare their reports.

Official Headquarters.

Clarendon Beach Hotel, 831 Wilson Avenue.

Hotel accommodations will be provided for delegates at the following rates:

Clarendon Beach Hotel, 831 Wilson Ave., Telephone Sunnyside 4700.

This hotel will make a special rate of \$15.00 a week for single rooms for any of our people. All rooms have private bath.

Rooms, double, with bath, \$18.00 per week.

Directions—How to Get to the Convention Hall.

Take the Wilson Avenue express on ele-

vated line to the terminal of the line—Wilson Avenue and Broadway. Walk north to Argyle and East to hall on Sheridan Road.

The hall is within easy walking distance from any of the hotels listed.

Delegates staying at down town hotels can take Evanston Elevated, going North to Argyle station which is within half block of the hall.

Owing to the situation confronting the Railway Employees, we feel that it is unnecessary to call attention to the important questions that will undoubtedly be under consideration during these sessions.

The salary and expenses of all delegates will be paid by the organization whom they represent on each system.

The System Federation or District Lodge officer receiving blank credentials should immediately notify all concerned, so that all trades will be given ample time to elect their delegate.

Don't fail to elect your delegate promptly. Don't fail to mail the Duplicate Credential to the Department not later than March 10, 1922. Fraternally yours, B. M. Jewell, President; John Scott, Sec. Treas.

HOW TO PUT THE SKIDS UNDER ANY UNION.

Do not go to the meetings; but if you do, go late.

If the weather doesn't suit you, don't think of going.

If you do attend a meeting, find fault with the officers and other members.

Never accept an office, as it is easier to criticize than to do things.

Nevertheless, get sore if you are not appointed on a committee, and if you are, do not attend committee meetings.

If asked by the president to give your opinion regarding some important matter, tell him you have nothing to say. After the meeting tell everybody how things should have been done.

Do nothing more than is absolutely necessary, but when the other members roll up their sleeves and willingly, unselfishly, use their ability to help matters along, howl that the lodge is run by a clique.—Ex.

"CAN'T BE DONE IN N. Y."

New York.—"No more than a glance at the history of the Kansas industrial court, complicated as it is with the strikes it started and the strikes it failed to settle, will be needed to prove to any unprejudiced observer that the principle of compulsory arbitration in industry is an-applicable in this country at this time," says the New York World.

"There may be an age to come in which men will work at the bidding of a judge while their demands remain unsatisfied, but

that era has not arrived. Even more distant is the date, if the present attitude of capital is any indication, when employers will revise their pay rolls and run their business generally—no matter what penalties are provided—in accordance with judicial decisions. The laborer still works when and where he pleases, subject only to the law of necessity, and money is invested when and where the investor likes.

"New York is too well aware of these facts to support and attempt to repeat the farce which has made Kansas ridiculous."

A TORTURE INSTRUMENT.

Injunctions are used in the United States while they have been discarded by the rest of the world. They are, in reality, a relic of the European imperialistic, autocratic world of a bye-gone age, as Mr. Baer, the



By Courtesy of the American Federationist.

famous cartoonist, so well shows. American jurisprudence has gone, scavenger-like, through the archaic junk heap of European imperialism, picking up here a shackle, there a club, to weave into the fabric of the American writ of injunction.

The injunction is, in principle, the same as the ancient army of the baron. It is a revival of the "go thou" and the "do thou" and of the "thou shalt not" and the "verboten" of ignominious recent memory.

How many Americans know that in the recent British coal strike, lasting three months, there was not an injunction and not even an arrest? It is a fact.

The injunction as used in our industrial disputes is autocratic, despotic, ancient and out of harmony with modern thought and most modern practices.

Such a thing may persist for a time in free America, but its doom is certain. No judge whose mind lives the life of today will issue an injunction in a labor dispute where no such injunction would lie where such labor dispute did not exist. No judge who is capable of understanding the theory of modern society and modern democracy will issue such an injunction. The day is coming when no judge, unless he is a crooked judge, will issue such an injunction. The time is coming when judicial usurpation and tyranny will be no more.

BACKS TRADE UNIONS.

New Haven, Conn.—The trade union movement "is a great combination of races, creeds, and colors, says the Journal-Courier.

"If it be argued that there is lack of discipline and control in the average labor gathering—apart from some groups whose daily tasks and training equip them from for judicial deliberation with the best in any calling—it may be retorted that at least the subtlety and indirection of the able and cunning are absent.

"There is a great deal of ignorance among the schooled and protected classes as to the nature of a labor union.

"The confusion and grim realities that attend situations where great numbers of men are excited who work with their hands and have their daily bread to consider are such that intelligent and fairminded leadership is the concern of all. Americans have not yet got to the bottom of the so-called labor questions, though now and then there is a gleam in the east."

"PICKET FOR PRIVILEGE IS ANGERED AT GOMPERS.

New York,—The New York Times is angered because of President Gompers' stand against "can't-strike" laws.

The Times is the picket for privilege. It is the first to cry: "Let well enough alone!" when the dollar is affected. Dividends is its sacred ox and holy of holies.

Recently in this city President Gompers denounced "can't-strike" laws. He said this legislation means compulsory legislation and the workers will not obey it.

The picket for privilege scents danger to the handcuff plot, and attempts to offset the effect of this challenge. It recalls that in 1919, the United States supreme court ruled that a soap manufacturer may set the price at which retailers must sell that commodity. Recently in the case of a ham and bacon manufacturer the court reversed itself.

Because the supreme court is "balled up" in its efforts to enforce the anti-trust law,

and President Gompers takes a clear position against holding workers to their tasks, the Times editor unlimbers his elephantine sarcasm against the trade unionist.

"For Samuel Gompers, the law has no

mystery—no twilight zone of dubiety," the world is informed.

The picket of privilege makes no distinction, of course, between ham, soap and human beings (who do not clip coupons).

RESOLUTION ADOPTED BY THE SYSTEM FEDERATION, N. & W. ROANOKE, VA.

February 8, 1922.

Whereas, There is an effort according to the press made by the Miners to act jointly with the railroaders to refuse to accept any decreases in wages.

Whereas, The interests of the Miners and Railroaders on the N. & W. System are identical in that their prices for food, clothing and other necessities of life, many of the members of both the miners and railroaders families have inter-married until they are in close relation to each other.

Whereas, With present organization of the railroad unions and the miners in some cases, the railroad unions are delivering coal mined by scabs, some of their immediate family on strike, in the same locality.

Whereas, As one of the large trunk line railroads that are very heavily interested in mine stock, either as a railroad or by a director or trustee, is the Norfolk and Western Railway. This condition then shows that the same boss is bossing both the railroader and the miner, both closer than the financial group.

Whereas, A large number of mines along the N. & W. Rightway now are on strike, chiefly in Mingo County, W. Va., and many of our members are forced to feed the members of the miners and their families. When if a strike was called on the railroad, the BOSSES would be stopped from drawing such fat dividends, because the railroaders are pulling the coal that the scabs are digging.

Therefore Be it Resolved: That we endorse the move of acting jointly with the miners in a strike or any other method to stop the reduction that Capital is trying to force on the workers, both miners and railroaders, and we demand our Grand Lodge and Railway Employees' Department to pledge the united support in this move.

Further Resolved: That a copy of this resolution be sent to the daily press for publication and a copy sent to labor papers as well as a copy to all lodges on the N. & W. System, and a copy to the Journals requesting that some action be taken by the organizations involved.

Resolution No. 2.

Whereas, We understand that the miners of District 17 and 29 and other districts that are organized under Charter of A. F. of L. some part of, or all of the District is located in West Virginia some part of each district located along the Norfolk and Western System are in a condition of their families being on the verge of starvation.

Whereas, The miners and railroaders interests are identical, particularly so, when both organizations are working for the same boss.

We Therefore Resolve, That we request through the press and other means of transportation of news, that all other charitable organizations start a campaign to receive food, clothing (whether new or used) and other necessities of life and cash for the benefit of all the miners and their families in the coal district in West Virginia. That our locals be requested to appoint committees for the purpose of breaking the hold of capitalism in West Virginia by securing funds, either in the way of clothing, food or cash, and send to the miners of West Virginia. Send copy to miners of Districts 17 and 29.

THEORY AND FACT COLLIDE IN N. Y.

New York.—There is a theoretical excess of houses and apartments in this city, according to Samuel McCune Lindsay, professor of political science, Columbia university.

The professor made this statement before a housing committee. He acknowledged that he has no practical knowledge of the housing situation. A police canvass shows a shortage of 70,000 houses.

Prof. Lindsay also believes that the increase of rents prior to the enactment of emergency rent laws is "not an enormous one."

The professor admitted that he was paid \$500 by real estate owners and landlords for preparing a treatise on the housing situation which the real estate men have submitted to the United States supreme court in their effort to annul existing rent laws. It is stated that the real estate men intended to give wide distribution to Prof. Lindsay's views as an "impartial" survey of conditions, which do not justify legislation now in force.

The university man's admission that he knows nothing of the housing situation, indicates how "scientific" opinion is often used to create public opinion.

That rats desert a sinking ship is proverbial. But it now appears that they berth in life boats, as if in preparation for sinking. Of 100 rats destroyed by fumigation on a steamship arriving at San Francisco, says the U. S. Public Health Service, 89 were killed in the four life boats.

A Compilation of Labor News

A. F. of L. News Service.

"FEDERAL JUDICIARY IS ALLIED WITH BIG BUSINESS."

Washington.—An alliance between the federal judiciary and big business was charged on the floor of the United States senate by Mr. LaFollette, who declared that courts are stripping the workers of their weapons of defense that their spirit may be crushed and a new generation of serfs may be bred.

"No such powerful combination has ever been arrayed together for an evil purpose in the history of this country," said the Wisconsin law maker. "In comparison with it, the slave power, with its representatives sitting in the senate and house, and with its spokesman as chief justice of the supreme court delivering the Dred Scott decision, pales into insignificance by the record that is being made by the federal courts in our time."

In protesting against wage reductions Senator LaFollette said:

"When the workers are well paid and steadily employed, there is prosperity and a good market, not only for merchants but for farmers and manufacturers as well. When half the workers are on the streets seeking employment and the other half are being paid wages insufficient to maintain a decent standard of living, there is commercial and agricultural stagnation and depression which all the unemployment conferences and agricultural conferences in the world can not relieve or even appreciably relieve.

"This is the great economic truth which every statesman must realize. It is so self-evident that a child in grammar school can understand it. And yet it is ignored and violated every day by those who are now in control of the destinies of this nation."

NON-PARTISAN THEORY GROWS AS PARTY LINES BECOME WEAK.

Chicago.—In resolutions that are declared to mark the end of distinct political party action in this state, as far as organized workers are concerned, trade union representatives, at a conference in this city, emphasized the workers' need for non-partisan political action.

At the conference were the executive board of the Illinois state federation of labor and the executive board of the Chicago federation of labor, the women's trade union league and the joint legislative committee of the Illinois state federation of labor and the railroad brotherhoods.

After recalling conditions that now confront the wage earners—the stimulated panic, the exploiters' control of the judiciary and the haste to establish the cossack system in this state—the conference unanimously declared:

"We believe in this matter the necessities of the situation require that no candidates should be put in the field by the workers themselves except where they have a reasonable assurance of electing such candidates or where there are no candidates on other tickets that can be depended upon to support labor's program; but in no event should such candidates be placed in the field by the workers where there is no possible chance for their election and where putting such candidates in the field would so divide the votes of the workers as to practically assure the election of an enemy

of labor, and where, if such candidate were not in the field, there would be a reasonable assurance of electing a man who could be depended upon to support labor's program."

The above resolution is in line with a report made to the last convention of the Illinois state federation of labor—that the most prominent thing that separate party action by the workers accomplished in this state was to defeat two pronounced champions of labor in the state legislature and make the election of reactionaries possible.

Minneapolis—A rejection of the farmer labor party idea by A. C. Townley, president of the national non-partisan league, has dumbfounded advocates of the third party, who see one of their shining lights accept the A. F. of L. non-partisan plan.

In a speech in this city Mr. Townley said he has changed his mind on this question, and that while the third party idea looks good from a theoretical standpoint, experience proves its ineffectiveness. He favors the "balance of power" idea and agitation to develop public opinion.

In support of this speech, trade unionists show that the tendency of the times is against party lines and party discipline, and in favor of non-partisan action on the political field. Under these conditions non-partisanship will prove more effective than to attempt to hold voters within the lines of a political party.

ANTI-STRIKE LAW RESTS ON VIOLENCE AND BLUFF.

Topeka, Kans.—The Allen "can't-strike" law is a violent statute. It rejects moderate methods. It makes no attempt at mediation. Even its friends do not think the law can be fully enforced. To create crimes which no one expects to punish is simply not honest. It is sheer bluff.

The above were a few of the blows delivered by C. J. Evans, attorney for the Bell Telephone Company, in his discussion with Judge Huggins of the industrial court before a church forum in this city.

Mr. Evans said the fallacy which underlies the industrial court law is demonstrated in its very name. It is called a court, but Justice Burch of the state supreme court says it is simply an administrative board, and that it was called a court "as a matter of legislative strategy."

"That is to say," said Mr. Evans, "the authors of the law were guilty of false pretense in the very act of bringing it to life."

"It is the business of a court to settle controversies over legal rights. In doing it makes findings as to the facts and then applies predetermined rules to these facts."

"A so-called labor dispute is something altogether different. Neither party contends that the other deprives him of a legal right which can be settled by applying some rule of law to the facts. Neither employer or employee claims that there is any existing rule of law which, when applied to the facts, will determine just what wages must be paid or what working conditions must be. Each party simply claims the right to bargain and the right to contract if the parties can agree. If the parties can not agree the workmen claim the economic privilege of withholding their labor. A strike in itself is not an act of violence. It is simply the withholding of labor, due to the failure to come to an agreement."

"The judgments of courts do not furnish the basis of future business dealings between parties. A law suit generally contemplates a termination of business relations. When a business partnership is ready for the court it is ready to dissolve and goes to court for a final settlement."

"The court of industrial relations law is a violent statute. It breathes anathemas all the way through. It rejects moderate methods. Its chief dependence is the criminal law. Even its friends do not think the law can be enforced fully. If ten thousand workmen strike the law makes of their action ten thousand misdemeanors, subject to ten thousand fines and jail sentences. Nobody expects that such a law will be fully enforced. To create crimes which no one expects to punish is simply not honest. It is sheer bluff."

"There have been only two severe labor controversies in Kansas since the law was

enacted, that in the coal fields, and the case of the packers' industry. In the case of the packing employes' strike the failure was humiliating."

"In that case the court made a temporary order as a basis for temporary conduct of the industry while the court should be engaged in investigations to determine what permanent order fixing wages and conditions it should make. Well, it failed to enforce its temporary order."

"Then, after making some investigations, the court utterly abandoned its proceedings and made no permanent order whatever."

"It had to face the probability of having to put some of the managers of the packing companies in jail and it straightway lost its nerve and ran away."

FORCED ARBITRATION FAILS IN AUSTRALIA.

Washington, Jan. 14.—While employers in this country are urging industrial courts to stop strikes and set wages, Australian organized workers are fighting this system, according to trade union publications from that country received at A. F. of L. headquarters.

The opposition has become so strong that the federal and state governments are attempting to patch of the decayed hulk and induce the workers to again take passage.

At a recent conference, held in Melbourne, the federal and state premises proposed to establish a combined court of commonwealth and state judgment to determine the basic wage, the number of hours to be worked and to act as a court of appeal from all other industrial tribunals.

The Australian trade unionists do not respond to the suggestion, and the Australian Workers, published in Sydney, New South Wales, issue of November 10, calls the scheme "more horsehair and ermine."

"The state premiers and the commonwealth prime minister," says this paper, "may tinker with arbitration as they please. They may create another court and appoint additional judges at high salaries to fix low wages for the workers."

"Labor looks on quite unconcerned. It has formed its own plans and they are in no way connected with horsehair interpretations of justice."

"The fact of the matter is, the system of legal arbitration is founded on a gross anamaly."

"Judges do not have to appear before a tribunal of working men and submit their household and personal accounts to examination, and bring along their wives to be inquisitorially cross-questioned as to the quality of the underclothing they wear, and how much butter and milk and jam they give their children."

CRIMINAL LAW ENFORCED BY INJUNCTION JUDGE.

Buffalo, N. Y.—For the first time within the memory of lawyers an injunction was asked to prevent prosecuting officers from proceeding with the trial of a criminal case.

The incident shows the trend of injunction use.

The application was made to Supreme Court Justice Pooley by the Buffalo gravel corporation, which asked that the district attorney be restrained from prosecuting any of the anti-trust cases growing out of the visit which the Lockwood building probe committee paid this city.

More than 100 individuals and corporations have been indicted, under the Donnelly anti-trust act, which has been on the statutes for 13 years, and has been repeatedly upheld by New York courts. Justice Pooley, however, settles the plea for an injunction against the district attorney by ruling that the anti-trust act is invalid.

SHORT HOURS AN ANTIDOTE.

Wilmington, Del.—Short hours is an antidote for the monotonous employment on automatic machinery, said Miss Mary Mc-

Dowell of Chicago, in a speech in this city.

"The old creative interest of making something has no longer a place in the modern industrial worker's scheme of things," she said. "Each worker has an infinitely small part in making the article and this part is done over and over again, thousands of times during the day, with an automatic machine.

"This sameness and lack of mental stimulation causes a numbness of the mind, which will, in time, cause the worker to deteriorate."

The speaker said that the remedy for this condition is shorter hours. "We must shorten hours for the industrial worker. This applies especially to women," she said.

The high price of arsphenamine (salvarsan) is a constant incentive to marketing useless fake substitutes, says the U. S. Public Health Service. Large quantities of such have recently been detected in New York City and elsewhere. These products should not be bought from unknown persons. The Public Health Service also renews its advice against the use of any arsphenamine not licensed and regularly tested by the Hygienic Laboratory of the service.

Poetical Selections

THE COMPANY "UNION."

The company formed a "union"

And they met without delay,

And these simpletons concluded

They were getting too much pay.

So they voted a reduction

And the company O. K.'d

Every act of self-destruction

That these silly numskulls made.

They scoffed about eight hours

And declared they wanted ten;

The firm then told how proud they were

To have such loyal men.

Then they passed a resolution,

With a vigorous hooray,

That to please the company they'd live

On just one meal a day.

—By Thomas H. West.

AT LAST.

When on my day of life night is falling,

And in the winds, from unsunned spaces
blown,

I hear far voices of darkness calling

My feet to paths unknown.

Thou who has made my home of life so
pleasant,

Leave not its tenant when its wall decay;

O Love Divine, O Helper ever present,

Be Thou my strength and stay!

Be near me when all else from me is drifting;

Earth, sky, home's pictures, days of shade
and shine,

And kindly faces to my uplifting

The love which answers mine.

I have but Thee, my Father! let thy spirit

Be with me then to comfort and uphold,

No gate of pearl, no branch of palm I merit,

Nor street of shining gold.

Suffice it if—my good and ill unreckoned,

And both forgiven through Thy abounding
grace—

I find myself by hands familiar beckoned

Unto my fitting place.

Some humble door among Thy many man-
sions,

Some sheltering shade where sin and
striving cease,

And flows forever through heaven's green
expansions

The river of Thy peace.

There, from the music round about me
stealing,

I fain would learn the new and holy song,
And find at last beneath Thy trees of heal-
ing

The life for which I long.

—John Greenleaf Whittier.

NOW'S THE TIME.

If you have some work that's waiting,

Now's the time.

Do not stand there hesitating,

Now's the time.

If you wait and are so slow

While the golden minutes go;

You'll not have results to show—

Now's the time.

If you have a task before you,

Now's the time.

Oh, I earnestly implore you!

Now's the time.

If you only really knew

Just how much it meant to you;

Life is short and years are few—

Now's the time.

If you wish to help another,

Now's the time.

Do not wait a year, my brother;

Now's the time.

Just a simple thing, I guess.

But I'll tell you plainly, yes,

It's the secret of success—

Now's the time.

—Selected.

THE STATESMAN.

The statesman throws his shoulders back
and straightens out his tie,

And says, "My friends, unless it rains, the
weather will be dry";

And when this thought into our brains has
percolated through,

We common people nod our heads and loudly
cry, "How true!"

The statesman blows his massive nose and
clears his august throat,

And says, "The ship will never sink so long
as it's afloat";

Whereat we roll our solemn eyes, applaud
with main and might,

And slap each other on the back, the while
we say, "He's right!"

The statesman waxes stern and warm, his
drone becomes a roar,

He yells, "I say to you my friends, that two
and two make four!"

And thereupon our doubts dissolve, our
fears are put to rout,

And we agree that here's a man who knows
what he's about.

—Christian Advocate.

Smiles

The Noble Grand hammered furiously
with his gavel.

"Sit down!" he ordered. He glared at
the brother standing in the back of the
room. "You act as though you were the
Noble Grand of this lodge."

"I am not trying to act like the Noble
Grand," said the member.

"Then why are you standing up there
acting like a darn fool?"—Ex.

Small boy (handing grocer two cents):
"I want two cents' worth of bananas."

"We have no bananas," said the grocer.
Not wanting to monkey with two cents.

"What's them," said the boy pointing
to a bunch of bananas.

"Pineapples," the grocer replied.

"Well, gimme two cents' worth of pine-
apples."—Ex.

Nurse—You were very naughty in church,
Guy. Do you know where little boys and
girls go to who don't put their pennies in
the collection box?

Guy—yes, nurse, to the pictures.—London
Weekly Telegraph.

"Why don't you get rid of that mule?"
asked one colored man of another.

"Well, yo' see, Jim," replied the other,
"I hates to give in. Ef I was to sell dat
mule he'd regard it as a pussunal victory.
He's been tryin' fo de last six weeks to
get rid o' me."—Ex.

"What did the bride's father do for the
happy couple?"

"He bought their railroad tickets."

"Ah!"

"But the happy pair didn't discover un-
til after they got on the train that their
tickets read only one way."—Birmingham
Age-Herald.

Mr. Jones saw a small boy carrying a big
bundle of newspapers under his arm. He
felt sorry for the youngster and said:
"Don't all those papers make you tired, my
boy?"

"No," replied the lad, "I don't read them."
—Ex.

Father—"Helen, isn't it about time you
were entertaining the prospect of matri-
mony?"

Daughter—"Not quite, pa. He doesn't call
until eight o'clock."—The Arklight.

"Have you got much live stock on your
place?"

"Live stock" echoed the somewhat
puzzled farmer. "What dye mean live
stock? I've got four gasoline tractors and
seven automobiles."—Clipped.

Moke—"Does yuh really love me or does
yuh jes' think yuh do?"

Moka—"Yas, indeedy, Honey, I really
loves yuh; I ain't done any thinkin' yet."—
Black and Blue Jay.

A young doctor was summoned as a witness in a case that depended on technical evidence. The opposing counsel was inclined to be sarcastic at the idea of so young a doctor being called.

"You are familiar," he said, "with the symptoms of concussion of the brain?"

"Yes, said the doctor.

"Then, if Mr. Smith and myself collided, and banged our heads together, should we get concussion of the brain?"

"Mr. Smith might," said the doctor.—Ex.

"Mother," sighed little Johnny, "I had such an awful dream last night! Does it mean anything?"

"Yes, it means that I know now what became of that apple cake that I couldn't find last night."—Ex.

Johnny, who had been invited by his teacher to spell window, answered, "W-i-d-o-w." "Wrong," snapped the teacher. "Can't you tell the difference between window and widow?" "Yes, sir," said Johnny. "You can see through one but not through the other."—Ex.

"Yes, mum," sniveled the Panhandler, "there was a time when I rode in my own carriage."

"My, what a come-down!" sympathized the kind-hearted woman. "And how long has it been since you rode in your own carriage?"

"Just forty-five years, mum," replied the Panhandler, as he pocketed the proffered dime. "I was a baby then."—The Catholic News.

Professor—"Now I put the number seven on the board. What number immediately comes into your mind?"

Class (in unison)—"Eleven!"—Burr.

A business man advertised for a boy the other night.

When he arrived at the office the next morning there were some fifty boys already in line.

He opened his desk and was just about to begin examining the applicants, when his stenographer handed him a card, on which was scribbled:

"Don't do anything until you see me. I'm the last kid in the line—but I'm telling you I'm there with the goods."—Kewanee Union.

Old Lady—Son, can you direct me to a bank?

Boy—Yessum, for a quarter.

Old Lady—Isn't that mighty high pay, my boy?

Boy—No ma'am, not for a bank director.

Owner—What will it cost me to have my car fixed?

Garageman—What's the matter with it?

Owner—I don't know.

Garageman—Forty-eight dollars and fifty cents.

"Yes," said the traveler, "I had an amusing journey up to town. There were two Scotsmen in the carriage."

"How do you know they were Scotsmen?" asked the cashier, curiously. "By their accent, I suppose?"

"No; you see, they both happened to take their pipes out together. Well, they filled them and then each calmly awaited for the other to strike a match."

"Well, what happened?"

"Oh, I brought out my pipe, so both of them waited for my match."

"How much shall I put in the contribution box?" Hobbs whispered to his wife.

"Wait and see," she responded. "If that odious Mrs. Jennings is looking, put in a dollar bill; if she isn't, 50 cents will do."—Boston Transcript.

A young man who had been in the city only three days, but who had been paying attention to a pretty girl, wanted to propose, but was afraid he might be thought too hasty. He delicately approached the subject as follows:

"If I were to speak to you of marriage after having only made your acquaintance three days ago, what would you say to it?"

"Well, I should say never put off till tomorrow that which you should have done day before yesterday."—Detroit Free Press.

A solicitor called upon a colleague and asked his advice upon a point of law.

The lawyer whose opinion had been sought said, "I generally get paid for what I know."

The questioner thereupon took half a dollar out of his pocket, handed it to the other, and remarked: "Tell me all you know, and give me the change!"—Ex.

Lodge Notices

Clearance Card and Due Receipts Lost—Wyckoff.

The Secretary of Lodge 247 reports that of Brother J. L. Wyckoff, Reg. No. 117089. Finder will please return to P. L. Reding, Sec., L. 247.

Martin—Martin.

The present whereabouts of H. L. Martin, helper, a member of L. 170 in 1916, any information concerning him will be appreciated by the undersigned.—J. S. Martin, 920 N. 22d St., Richmond, Va.

Pelzer—Saner.

Wm. Pelzer, boilermaker, please correspond with W. L. Saner, Trullio R. R. Co., S. Honduras, Cen. Amer. This brother is a friend of mine. I have been trying to get in touch with him for some time. Last heard from in Cincinnati, O., or Cumberland, Md.

Found Watch and Fob—Rand.

Boilermaker who lost watch and fob on J. G. Rand's farm about two years ago may have same by getting in touch with J. G. Rand Sheridan, Ore.

Watts—Lodge 738.

Any one knowing the whereabouts of Raymond H. Watt, Reg. No. 174524, please communicate with Sec'y. of Local 738, as he left here without clearance card and owes a grocery bill of \$55.86.—C. G. Hertel, F. S. & T., L. 738.

Lost Receipt Book and Receipts—Conroy.

Due receipt book and receipts of Brother Thos. Conroy, Reg. No. 22. Any one finding same please return to K. S. Wallace, S. T., L. 285.

Isler—His Father.

Any one knowing the whereabouts of Brother Carl Isler, age 33, who left home in 1912, please inform him to write his father, Jacob Isler, 527 4th Ave., S. W., Great Falls, Mont.

Hiller—Lodge 11.

I am in receipt of a communication from Jerry Hendrickson, S.-T. Maintenance of Way, L. No. 1835 at Mitchell, S. Dak., stating that Boilermaker Jas. Hiller, Reg. No. 52206, left Mitchell owing about \$200.00. Brother Hiller took a clearance card out of L. 11. Any Sec'y. taking up this card will please hold same and communicate with the undersigned.—A. M. Dustin, C. S. 11.

Williams—Lodge 320.

Any one knowing the whereabouts of G. A. Williams, Reg. No. 155596, who left here in Oct. without a clearance card, owing members of this local borrowed money, please communicate with B. F. Birdsong, S., L. 320.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.**Walsh—Lodge 244.**

Any Secretary taking up the card of J. C. Rotter, Reg. No. 261044, please notify Local 244, Sioux City, Ia., or Grand Lodge, as this brother changed dates on card deposited here from March, 1920, to March, 1921.—Frank Crumby, C. S. October Journal.

Rotter—Lodge 46.

Any Secretary taking up the card of J. C. Ritter, Reg. No. 12345, will please hold same and communicate with the undersigned, as this brother was found short of about \$150 while officiating as Financial Secretary for this local.—Tony Arcardo, Cor. Sec'y., L. 46, Cheyenne, Wyo. October Journal.

Williams—Lodge 37.

Any Secretary taking up the card of J. N. Williams, Reg. No. 278281, kindly hold same and correspond with the Secretary of Local 37, as this brother left here owing a bill for board to the amount of \$16.43.—B. J. Schreiner, C. F. S., L. 37. November Journal.

Walker—Lodge 556.

W. M. Walker, Reg. No. 36455, on April 15th. came before Local 556 with a hard luck story and borrowed \$25.00 on his card. This local is still holding his card, as Brother Walker left here and has never been heard from since. Any Secretary knowing of his whereabouts please notify J. A. Fuller, Sec'y., L. 556. November Journal.

Scott—Lodge 496.

Any one knowing the whereabouts of W. G. Scott, Reg. No. 334449, will please notify the undersigned, as he left here without a clearance card and stands suspended for non-payment of dues.—M. C. Dumbly, Sec'y., Local 496. November Journal.

Etzweiler—Lodge 496.

Any one knowing the present whereabouts of Harry Etzweiler, Reg. No. 40715, will please notify the undersigned, as he left here without card and owing several bills. His wife, now at Moody, Tex., is also anxious to hear from him. The last seen or heard of him was when he accom-

panied his wife to Kansas City to put her on train for Moody.—M. C. Dumbly, Sec'y., Local 496. November Journal.

Doyle and Dembosky—Lodge 556.

J. J. Doyle and Joe Dembosky left here owing their room rent. Any Secretary knowing of their whereabouts please have them correspond with J. F. Fuller, Sec'y., L. 556. November Journal.

White—Lodge 669.

Chas. L. White, Register No. 122019, cashed a check here amounting to \$20.00. A member of this lodge indorsed it for him, and later received a notice that the check was refused payment. Any Secretary taking up this card please hold same and correspond with C. E. Crouch, S. L., 669. December Journal.

Wells Et Als—Lodge 32.

Shirley D. Wells, Register No. 401873, left here owing a board bill of some \$65.00. Lodge 4 collected \$16.00 of the bill and released his card. Understand that he is in California.

C. A. Berger, Register No. 350590, made out a wrong pass application, that Lodge 32 had to pay for.

A. J. Ray, Register No. 84077, left Kansas City owing borrowed money and laundry bill to the amount of \$11.90. Frank Parsons, Register No. 120587, left Kansas City owing a board bill amounting to \$38.00. Brother Secretaries, see that these bills are collected before these parties get their cards.—W. E. Dyr, S., L. 32. December Journal.

Fitzgerald and Gill—Lodge 90.

Harry G. Fitzgerald, Register No. 414265, left here owing the Local funds that were the proceeds of a dance given by Local 90, to the amount of \$18.00, and other bills he made in Independence, Mo. This brother also owes a brother of Local 90, \$13.00 borrowed money.

C. E. Gill, Register No. 379068, suspended September 30, 1921, left here owing a grocery bill to the amount of \$70.00 and \$25.00 borrowed money from Local 90, which is unpaid. Any Secretary knowing the whereabouts of these men, please hold card and correspond with G. C. McCoy, Sec'y., Lodge 90. December Journal.

Meiers—Lodge 738.

Any Secretary taking up the card of Edward Meiers, Reg. No. 150386, will please hold same and notify the undersigned, as this brother left here owing \$3.00 borrowed money to Brother Alva Shelley.—C. G. Hartel, S., L. 738. January Journal.

Fowler—Lodge 101.

Any Secretary taking up the card of Brother J. F. Fowler, Reg. No. 360412, will please hold same and notify the undersigned as he left here some time ago owing borrowed money.—Roy Evans, S., L. 101. January Journal.

Kantney—Lodge 576.

Any Secretary taking up the card of J. B. Kantney, Reg. No. 93503, will please hold same and notify the undersigned, as this brother left here owing \$25.00 borrowed money from another brother.—W. D. Talley, S., L. 576. January Journal.

Harvish—Lodge 416.

Any Secretary taking up the card of Joseph Harvish, Reg. No. 337433, will please hold same and notify the undersigned, as this brother borrowed \$25.00 from Local 416, giving a three months' note, which was due on November 1st, and which remains unpaid.—H. E. Kinch, C. R. S., L. 416. January Journal.

Taylor—Lodge 723.

Any Secretary taking up the card of L. B. Taylor, Reg. No. 329026, will please hold same and notify the undersigned, as this brother owes \$2.10 to Local No. 723.—W. F. Beardon, S., L. 723. January Journal.

Ingledeu—Lodge 650.

Any Secretary taking up the card of Brother Arthur Ingledeu, Reg. No. 396012, will please hold and correspond with me, as this brother left owing bills to the amount of \$140.—M. J. Mayer, S., L. 650. January Journal.

Shadler and Dobson—Lodge 163.

Brother F. Shadler, Reg. No. 368840, boilermaker, was granted a withdrawal card by Lodge 163 on August 5, 1921, and Brother Jos. P. Dobson, Reg. No. 2714, boilermaker, was granted a withdrawal card by Lodge 163 some 24 months ago, and both have been working at trade with card in their possession. At regular meeting a decision was arrived at that both withdrawal cards stand revoked and both former brothers pay a fine of \$25.00.—D. J. McGuinness, S., L. 163.

Daun—Lodge 126.

Any Secretary taking up the card of Brother H. J. Daun, Reg. No. 81921, will hold same and correspond with this Local, as this brother received a loan of \$12.00 last June, which has never been paid.—A. D. Adamson, S., L. 126, February Journal.

Baker—Lodge 504.

Any Secretary taking up the card of Brother C. H. Baker, Reg. No. 63543, will please hold same and notify the undersigned as he left here owing money to a number of members.—R. C. Kiddy, S., L. 504, February Journal.

Thurston—Lodge 209.

Any Secretary taking up the card of Brother J. H. Thurston, Reg. No. 116919, will please hold same and notify the undersigned as he left here owing a clothing bill of \$28.00.—H. P. Morrow, S. T., L. 209, February Journal.

Valencia—Lodge 98.

Any Secretary taking up the card of L. B. Valencia, Reg. No. 329386, will please hold same and correspond with the undersigned as he left here owing \$10.00 borrowed money from this local.—H. Petty, S., L. 98, February Journal.

Trask—Lodge 187.

Any Secretary taking up the card of Brother E. F. Trask, Reg. No. 395918, will please hold same and notify the undersigned, as this brother left here owing this local \$16.—Russell Shornick, Sec., L. 187, February Journal.

Danielson—His Relatives.

Any one knowing the whereabouts of Marcus Danielson, Reg. No. 18201, please write W. L. Hart, S., L. 155, 904 W. Jefferson St., Bloomington, Ill., as relatives wish to find him.

Shannon—Lodge 221.

Any one knowing the whereabouts of M. R. Shannon, Reg. No. 401941, formerly of Cattlesburg, Ky., will please hold card and communicate with the undersigned as this brother left this city owing \$50.00 and a grocery bill.—W. P. Wright, S., L. 221.

McCaffery—Lodge 82.

Any Secretary taking up the card of Brother W. H. McCaffery, Reg. No. 9123, will hold same and correspond with this local, as this brother left here owing this local \$21.92 for transportation.—J. E. Sturgess, S., L. 82.

Wells, Et Als—Lodge 163.

Any Secretary taking up the cards of James Ryan, Reg. No. 76695; James Kerrigan, Reg. No. 231004; James Whalen, Reg. No. 127490 and Patrick J. O'Brien, Reg. No. 110060, will please hold same and correspond with Lodge 163, as these brothers owe money they borrowed from D. J. McGuinness, Corr. and Fin. Sec., L. 163, February Journal.

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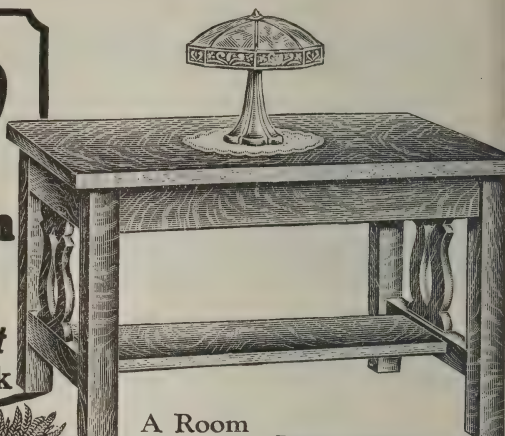
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The new mode is ever suggested by that which has gone before. The full skirt and shawl effects of the Spanish types recently exploited will again be used. From Italian art we borrow the flowing renaissance lines and embroideries; to the latter other nationalities have also contributed, Bulgarian, Romanian and Russian effects being employed. The Russian lines, fabrics and embroideries will be probably much in evidence. The Oriental note that has a part in every season is not absent this year.

The longer skirt lines, and the straight silhouette has been retained. We have soft loose panels and sash ends, and full skirts for variety.

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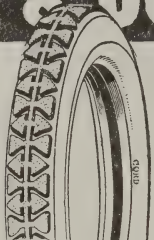
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OFFICIAL ORGAN OF THE

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IRON SHIP BUILDERS AND HELPERS OF AMERICA**

VOLUME XXXIV

KANSAS CITY, MO., APRIL, 1922

NUMBER 4

Office of Publication, 1014 Wyandotte Street, Kansas City, Mo.
Office of Editor-Manager, Suite 524, Brotherhood Block, Kansas City, Kans.

THE CONFERENCE FOR PROGRESSIVE POLITICAL ACTION ISSUES AN ADDRESS.

To the People of the United States:

After mature deliberation, and with a full sense of our responsibility, this conference of American citizens, assembled without regard to party, section, class or creed, to take counsel in this hour of national crisis, reassert, upon this 190th anniversary of the birth of Washington, the fundamental principles upon which this nation was founded.

"We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain inalienable rights, that among these are Life, Liberty and the pursuit of Happiness. That to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed.

"That Government is instituted for the common good, for the protection, safety, prosperity and happiness of the people and not for the honor or profit of any man, family or class of men.

"That no man, corporation or group of men shall have any other title to receive compensation from the public than that which is measured by the value of the services they render to the public."

Reasserting these fundamental doctrines as the corner stones of liberty, we proclaim that we do earnestly seek to restore the Government of the United States to the noble ends and high purposes for which it was conceived.

We hold that the splendid structure of the visible American Government is sound and well adapted to the genius of our people. But through the apathy of the people and their division upon false issues, the control of this visible government has been usurped by the "invisible government" of plutocracy and privilege and, administered in every branch by their creatures and servitors, has become destructive of those sacred rights to secure which it was established.

The history of recent years is a history of repeated injuries and usurpation by the servants of this oligarchy in both the dominant parties; all having in direct object the establishment of an absolute Tyranny and Plutocratic Dictatorship within these states. Life, Liberty and Happiness all have been sacrificed upon the altar of greed. To prove this, let Facts be submitted to a candid world.

They have stifled free speech, throttled free press and denied the sacred right of assembly.

They have sanctioned wholesale corruption of the electorate by seating in the Senate of the United States, Newberry, its most notorious beneficiary.

They have used the Federal Reserve System, controlling the life blood of the nation's credit, as an instrument to deflate and crush farmers and independent business men and cause nation-wide unemployment.

They have obstructed every honest effort to relieve the distress of agriculture thus caused, and have used every influence to secure betrayal of the farmers' interests.

They have conscripted four million men and boys while they permitted corporations and individuals to extort unconscionable war profits and have sacrificed the soldiers' just demand for equitable compensation to the dictates of Mellonism and the selfish interests of tax-dodging capitalists and war profiteers.

They have abolished the taxes upon excess profits of corporations and have reduced the taxes upon the incomes of millionaires.

They have squandered the resources of the nation in wasteful and fraudulent contracts and subsidies.

They have permitted the railroads, the arteries of the nation, to be operated not for service but for speculative gain and, after subsidizing them heavily and guaran-

teeing their income, have allowed them to be looted by financial manipulation and by contracts to corporations controlled by favored railroad directors.

They have engaged in a campaign of ruthless imperialism in Haiti and San Domingo and have permitted the arms and resources of the United States to be used to crush nations and peoples struggling for freedom and self-government.

They have, through the courts, nullified righteous laws of state and nation for the protection of human rights and exalted judge-made law above the statutes.

They have permitted organized crimes and conspiracies of trusts to go unhampered and have turned the sword of the Anti-Trust law only against organizations of farmers and industrial workers.

They have held in prison men convicted of no crimes, and have pardoned, without warrant, notorious profiteers and monopolists.

They have used the army and the troops and police forces of states and cities to crush labor in its struggles to secure rights guaranteed by the Constitution.

They have prostituted the highest offices of government as channels of pernicious propaganda.

They have surrendered Americanism to Garyism, creating new privileges and immunities for capital and trampling under foot the rights of man.

In every stage of these oppressions we have petitioned for redress in the most humble terms. Our repeated petitions have been answered only by repeated injury. Any administration, whose character is thus marked by every act which may define a tyrant, is unfit to be the ruler of a free people.

We, therefore, citizens of the United States of America, in conference assembled, do solemnly publish and declare that our Government of right ought to be administered for the common good and for the protection, prosperity and happiness of the people; that its present usurpation by the invisible government of plutocracy and privilege must be broken; that this can be best accomplished by united political action suited to the peculiar conditions and needs of each section and state; and that to this end we do hereby pledge ourselves to organize for the coming campaign in every state and congressional district so that this may become once more in very truth a GOVERNMENT OF THE PEOPLE, FOR THE PEOPLE, AND BY THE PEOPLE.

PLAN OF ACTION

Adopted By the Conference for Progressive Political Action.

Your Committee on Organization recom-

mends the adoption of the following resolutions:

Resolution 1.

This conference recommends that all labor, farmer, co-operative and progressive political forces of the country, as represented in this conference, unite for the purpose of securing the nomination and election of senators and representatives to Congress and to the various state legislatures, and of other state and local public officers in the coming election of 1922, who are pledged to the interests of the producing classes and to the principles of genuine democracy in agriculture, industry and government.

With this end in view it urges all such forces to organize joint committees within each state, congressional district, county and municipality, who are representative of such organizations and similar organizations that will co-operate with them to secure the election of such representatives.

Resolution 2.

This conference shall select a General Committee of Fifteen members as representative as possible of the various groups constituting this conference. The general committee shall co-operate with and assist the local organizations in the coming elections, and shall call a national conference on the second Monday of December, 1922, for the purpose of considering and acting upon the proposition of further unifying and mobilizing the forces of the agricultural and industrial workers and other bodies and movements for political action; the organizations to be invited to be:

- (a) Progressive organizations of farmers;
- (b) Organizations of labor;
- (c) Co-operative societies;
- (d) The Socialist and Farmer-Labor parties, Single Taxers and other liberal political groups;
- (e) Such other organizations, bodies and persons as the committee may invite; provided that such organizations or persons are in accord with the purposes of this conference.

The basis of representation to such conference shall be determined by the general committee.

The general committee shall have power by majority vote of its members to increase its membership and to choose officers and sub-committees, including an executive committee.

The general committee shall have power to employ organizers and clerical help, as well as to publish literature and do all things necessary to carry out the general purposes of this conference.

Pending the convocation of such subsequent conference, and for the primaries and fall elections of 1922, the organizations represented in this conference are urged

to make all possible efforts to nominate and elect members of the United States Senate and House of Representatives and all state legislative bodies, as well as all other public officers, who are in accord with the purposes of this conference. The method of securing the nomination and election of such candidates shall be left to the judgment of the respective state and local organizations, in co-operation with the general committee of this conference.

Resolution 3.

Funds—The expenses of the general committee shall be met by the organizations supporting this movement, in proportion to their respective numerical strength and with due regard to their ability to pay.

For the purpose of carrying out the immediate objects of this conference, your committee recommends:

That the organization for the conduct of the campaigns in the coming elections be made and carried on largely by representatives in the several states; that the calling of said conferences and the organization of working committees be imposed on the several states.

The avoidance of competing nominations is left, in the first instance, in the hands of state organizations, as are other campaign details. In view of the proximity of the primary elections (some as early as April), and the general elections, prompt, efficient organization and united action is imperative.

Your committee, therefore, urges:

(1) That representatives from different states at this conference hold preliminary meetings before the dissolution of the conference, for the purpose of arranging for state conferences at as early a date as possible, to which conferences local representatives should be called who are in sympathy with the purposes of this conference;

(2) Where state organizations have already been formed or are in process of formation, that the representatives of the said states at this conference co-operate with such existing organizations.

Respectfully submitted: Frederick C. Howe, chairman; Morris Hillquit, Arthur E. Holder, Agnes Nestor, Timothy Healy, A. H. Long, Martin F. Ryan, Tom Ayres, E. P. Curtis, John Fitzpatrick, Thomas Van Lear, James H. Maurer.

National Committee of Fifteen, Selected by Conference—J. G. Brown, Chicago, national secretary Farmer-Labor party; Mrs. Edward P. Costigan, Colorado, National League of Women Voters; George H. Griffith, Minneapolis, National Nonpartisan League; Joseph A. Franklin, Kansas City, president Brotherhood of Boilermakers.

Group 2, Railroad Organizations—William Green, Indianapolis, secretary United Mine Workers of America; Sidney Hillman, New York, president Amalgamated Clothing Workers; Frederic C. Howe, New York, public group; William H. Johnston, Washington, president International Association of Machinists; Morris Hillquit, New York, Socialist party; E. J. Manion, St. Louis, president Brotherhood of Railroad Telegraphers.

Group 3, Railroad Organizations—Edward Keating, Washington, public group; Basil M. Manly, Washington, public group; Warren S. Stone, Cleveland, grand chief Brotherhood of Locomotive Engineers.

Group 1, Railroad Organizations—Miss Agnes Nestor, Chicago, Women's Trade Union League; Benjamin C. Marsh, Washington, Farmers' National Council.

William H. Johnston of the International Association of Machinists was later chosen chairman of the committee, and Frederic C. Howe secretary. Headquarters are to be established in Washington, D. C. Clint C. Houston, publicity, conference.

SENATOR LA FOLLETTE'S ABLE DEFENSE OF WAGE EARNERS.

Continued from March Journal.

The first figures I present are contained in Table I and are intended to show the average actual earnings of railroad employees in dollars from and including 1900 to and including 1921, the years 1900, 1907, and 1913 being taken as typical of the period covered by those years, and 1917 is taken as the last pre-war year in which the roads were operated by the private owners. The year 1921 represents during its first half the wage conditions growing out of Federal control and adjustment by the Railroad Labor Board. In its last half it represents the effects of the beginning of the policy of wage reductions.

The earnings of 1921 are presented from the best available sources. The first set of figures shown under 1921 represents the amount which would have been earned dur-

ing a full year at the rate of wages paid during the first half of the year. The second set of figures under 1921 represents the amount which would have been earned in a full year at the rate of wages paid during the second half of the year following the general wage cut ordered by the Railroad Labor Board, effective July 1, 1921. This wage cut average $12\frac{1}{2}$ per cent, ranging from 8 to 16 per cent for the various classes. This last set of figures represents the present rate of earnings, except that it fails to take into account the reduction in earning power, amounting approximately \$100,000,000, or about \$62 per man, resulting from subsequent decisions of the board abolishing overtime pay and other valuable rights which shopmen and laborers have previously enjoyed and from the practice of

the railroads subcontracting a large part of their work at low wages:

TABLE I.

Part I.—Average earnings of railroad employees.
(Calculated from reports of the Interstate Commerce Commission)

	All em- ployees	Engi- neers	Fire- men	Conduc- tors
1900.....	\$ 567	\$1,161	\$ 662	\$1,004
1907.....	641	1,340	758	1,143
1913.....	757	1,661	954	1,407
1917.....	1,000	2,043	1,239	1,965
1921*.....	1,790	2,858	2,102	2,628
1921**.....	1,575	2,629	1,892	2,391
	Train- men	Machin- ists	Track- men	Tele- graph opera- tors
1900.....	\$ 604	\$ 698	\$ 311	\$ 641
1907.....	745	841	370	741
1913.....	976	1,007	436	864
1917.....	1,237	1,394	601	1,018
1921*.....	2,030	2,202	1,072	1,990
1921**.....	1,807	1,995	900	1,791

* Represents the average earnings of the first half of 1921 multiplied by 2.

** Represents the average earnings of the first half of 1921 multiplied by 2, the product being reduced by the percentage ordered in the Labor Board decision of June 1, effective July 1, varying from 8 to 16 per cent for the various classes.

Part II of Table I.—Increase in earnings compared with cost of living.

	(Earnings and cost of living in 1900 used as base of 100)
	Cost of living
1900.....	100
1907.....	119
1913.....	145
1917.....	194
1921*.....	270
1921**.....	264

	All em- ployees	Engi- neers	Fire- men	Conduc- tors
1900.....	100	100	100	100
1907.....	113	115	115	114
1913.....	134	143	143	141
1917.....	177	171	187	196
1921*.....	216	246	218	263
1921**.....	278	227	286	239

* Represents the actual earnings of the first half of 1921 multiplied by 2.

** Represents the actual earnings of the first half of 1921 multiplied by 2, the product being reduced by the percentage ordered in the Labor Board decision of June 1, effective July 1, varying from 8 to 16 per cent for the various classes.

The increases shown in the first part of this table upon first sight appear large. The advance from \$567 average for all employees in 1900 to \$1,575 in 1921 seems to be very substantial and sufficient to compensate for every change that has taken place. But this impression is dissipated when we examine the second part of the table and see the enormous increase in the cost of living that has taken place during the same period. One also feels a distinct shock when he discovers what miserable wages the railway men were receiving in 1909 and the other glorious, golden years of "normalcy." Think of it, Senators, the average earnings of all railway employees, high and low, in 1900 was only \$567, or at the rate of less than \$2 a day. That was the wage upon which a man was expected to raise and educate a family, care for them in sickness and health, and lay by a few dollars for the day when he would become too old or too broken to perform the hazardous and strenuous work of the railroads and be thrown on the scrap heap by the relentless demands for ever-increasing efficiency, or put to tending crossings at a dollar a day.

Five hundred and sixty-seven dollars was the average earning of railway employees of the country in the year 1900. I do not believe it is possible to find even a railroad president or a banker today who will deny

such wages were far below any decent American standard.

Keeping this fact in mind, that the railroad workers were thus underpaid before the war, let us examine Part II of the table. This shows us that the railroad workers, as a whole, have barely kept pace with the increased cost of living, and that the most-favored occupations have at the very most only made up a small part of the amount by which they were underpaid in pre-war days. We find that the only groups whose earnings have increased as fast as the increase in the cost of living are those who in 1900 were earning \$2 a day or less. The earnings of the engineers and conductors, whom the railroad propagandists constantly denounce as men whose wages have been exorbitantly increased as a result of the war, have, as these figures clearly show, fallen far behind the increase in the cost of living, and they are actually worse off than they were at the beginning of the century.

In preparing this table I have not taken into account the enormous losses in earning power resulting from recent rulings of the Railroad Labor Board depriving employees of compensation for overtime and other valuable rights which they have enjoyed many years. Nor have I taken into consideration the reduction in earnings due to the illegal practice in which some of the railroads have engaged of subcontracting their shop work, their maintenance, and even some of their operating services, in order to reduce the wages of the workers and destroy their organizations. The losses in earning power as a result of these rulings have been conservatively estimated at \$100,000,000, or about \$62 for each employee.

If these factors are taken into account and proper allowances made for them, it will be found that the wages of railroad employees have lagged behind the increase in the cost of living and that they are therefore less well off than they were in 1900, when they were earning an average of \$567 a year.

In order to demonstrate clearly the effects of the constantly decreasing purchasing power of wages, I have prepared a separate table (Table II) which shows the buying power of the railway men's wages in terms of the value which the dollar possessed in 1900.

The number of dollars which a workman may received for the services of a day, a month, or a year means very little. It is the purchasing power of that dollar which counts. So, in order to gain any idea of the actual earnings of railroad labor at the present time and to compare it with its earnings in the past, it was necessary to translate both into purchasing power at some given time. That I have done in Ta-

ble II in connection with the figures showing the change in living cost during the same period. I have taken the year 1900 as a base at which the purchasing power of the dollar represents 100 cents. During the 21 years which have followed the buying power of the dollar has declined until today it stands at only 38 cents. Prior to 1913 there were no figures available on living cost except the figures for food. Subsequent to that time all others items which go to make up the cost of living—clothing, fuel, rent, and miscellaneous expenses—have entered into the calculation of the Department of Labor, so that we now have a well-balanced set of figures available.

But it is significant that food prices have corresponded substantially with the price of the other commodities, so there is little doubt that the measurement of the dollar prior to 1913 by its purchasing power of food is substantially correct when applied to the general cost of living.

THE BUYING POWER OF RAILWAY WAGES.

Table II.—Buying power, in dollars of average annual earnings of railroad employees (basis of purchasing power of the dollar in 1900).

	All employees	Engineers	Firemen	Conductors
1900.....	\$567	\$1,161	\$662	\$1,004
1907.....	538	1,126	637	960
1913.....	522	1,146	658	971
1917.....	520	1,062	644	1,022
1921*.....	662	1,057	778	972
1921**.....	599	999	719	909

	Trainmen	Machinists	Trackmen	Telegraph operators
1900.....	\$604	\$698	\$314	\$641
1907.....	626	706	311	622
1913.....	673	695	301	596
1917.....	643	725	313	529
1921*.....	751	815	397	736
1921**.....	687	758	342	681

* First six months. ** Second six months.

The following figures represent the changes in the purchasing power of \$1 as used in making the above calculations:

1900.....	\$1.00
1907.....	.84
1913.....	.66
1917.....	.52
1921 (first six months).....	.37
1921 (second six months).....	.38

The figures for 1900 and 1907 represent the purchasing power of the dollar in terms of the cost of food only, but for the other years in terms of all items entering into the cost of living, as reported by the Bureau of Labor Statistics.

This table, to my mind, presents the actual situation of the railway employees accurately and impressively. No honest mind can examine these figures without being convinced that the wages of the workers on the railroads can not be cut, under present conditions, without inflicting a grave injustice upon this splendid body of men of whom the Railroad Labor Board in its first decision said:

This long delay and succession of disappointments, coupled with the pressure of the further rise in living costs, produced deep and not unreasonable dissatisfaction on the part of railroad employees who felt themselves called on to make sacrifices, as they believed, far beyond those of any other class. Nevertheless, the great majority

have continued to serve and to conduct the transportation of the country, awaiting with disciplined and patriotic patience the reduction of living costs, the decision of the director general on their requests, the action of Congress, the conclusion of the conference, the appointment of this board, the presentation of evidence to it and its decision.

It is worth while to analyze these figures in some detail. We find that during the first 13 years of the century the advance in the average earnings of all employees fell so far short of the constant increase in the cost of living that at the beginning of the World War they had actually lost \$45 a year in buying power. Now, this would not have been so serious a matter if these men had been well paid at the beginning of the century. But they were not. Those were the days of the "full dinner pail," but in spite of extravagant promises and fervid oratory the dinner pails of the railroad workers with their earnings of \$567 a year could not have been filled with anything more substantial than hot air. So when they were robbed by the rapid inflation of prices of \$45 a year, leaving them with an actual buying power of only \$522 a year, this great group of Americans, in many respects the very backbone of the Nation, were actually in poverty.

And yet the cost of living had been rapidly advancing from 1913 on through 1914, 1915, 1916, and 1917, but these railroad workers had been held down, subjected to conditions that reduced their buying power in 1917 below that of 1913. They remained at this miserable level until 1918, their buying power in 1917 being actually \$2 less than in 1913. Then the United States went to war and the railroad employees came to occupy a strategic position, more important perhaps than that of any other group, unless it be the American sailor. The movement of troops, munitions, food, raw materials, and supplies of all kinds depended upon the railroad workers of the United States. Underpaid and overworked during the great traffic jams of 1916 and 1917—who can forget them?—which brought the railway corporations the greatest profits in the history of those organizations—the railwaymen might have used their power to extort any wages and working conditions they chose to demand. But they did not; they stuck at their posts through the terrible winter of 1917-18 until the privately managed railroads broke down and the Government was forced to assume control.

One of the first acts of the Railroad Administration was to do what the private owners had always refused to do. They created a commission. Do you remember about it? It was headed by the late Franklin K. Lane, then Secretary of the Interior. It was a commission to study and readjust the wages of all railroad employees. The work of that commission was done imperfectly and with great conservatism, but it resulted

in what appeared to be large increases, because the Lane commission in this one readjustment had to make up all the deficit in buying power which the private owners had inflicted upon the workers during the preceding 18 years. The Lane commission submitted a report, from which I want to put into the RECORD two or three paragraphs. I should like to burn them into the minds of Senators. Listen to what that commission said:

It has been a somewhat popular impression that railroad employees were among the most highly paid workers. But figures gathered from all the railroads dispose of this belief. Fifty-one per cent of all employed during December, 1917, received \$75 per month or less.

Think of it! In 1917 the cost of living had gone up 42 per cent over what it had been in 1913, and yet 51 per cent of the railway employees were trying to keep the breath of life in a family on \$75 a month. They stuck to their posts and worked all through that terrible winter. The report continues—

And 80 per cent received \$100 per month or less.

The cost of living, however, as they got into 1918 had increased 74 per cent; it had almost doubled before the Lane commission got to work. Talk about loyalty to this Government! Find me some other band of men who equaled the loyalty of the railroad employees during that period.

What were those employees doing? What were the shipbuilders on Hog Island doing throughout this period? All the business organizations of the country were plundering the Government in its hour of need, and they are now making this crusade against the railway employees of the country to squeeze out of them the small real increases that have been made—and there have been very few actual increases made—in the earning power of their wages in 20 years.

Mr. President, it is difficult to find language in which to characterize the despicable the diabolical character of this crusade that has been prosecuted and to which the press has loaned itself. Business organizations have adopted resolutions, and the Farmers' Conference that was in session here the other day passed a resolution to the effect that the wages of railway employees must be reduced, becoming the mere tools of the owners of the railway properties and of the other big business combinations combined with them in order to make this raid on labor.

I quote further from the Lane commission report, as follows:

The greatest number of employees on all the roads fall into the class receiving between \$50 and \$65 per month, 181,693, while within the range of the next \$10 in monthly salary there is a total of 312,761 persons.

Just think, Mr. President and Senators,

of the heads of families trying to maintain a family, to clothe them, to heat the homes, to pay the doctors' bills, to keep the children in school in 1918 on \$50 a month when the cost of living was 74 per cent higher than it was in 1913. Think of these employees, receiving no advances in their pay, trying to take care of a family on from \$50 to \$60 a month! The report continues:

In December, 1917, there were 111,477 clerks receiving annual pay of \$900 or less. In 1917 the average pay of this class was but \$56.77 per month. There were 270,855 section men, whose average pay as a class was \$50.31 per month; 121,000 other unskilled laborers, whose average pay was \$58.25 per month; 130,075 station-service employees, whose average pay was \$58.57 per month; 75,325 road freight brakemen and flagmen, whose average pay was \$100.17 per month; and 16,455 road passenger brakemen and flagmen, whose average pay was \$91.10 per month.

They say further:

These, it is to be noted, are not prewar figures; they represent conditions after a year of war and two years of rising prices. And each dollar now represents in its power to purchase a place in which to live, food to eat, and clothing to wear, but 71 cents, as against 100 cents of January 1, 1916.

That shows how rapidly the purchasing power of the dollar had declined.

The wage increase provided for by the Lane commission was followed by the wage readjustments made necessary by the ever-mounting prices of the necessities of life until during the first half of 1921, after the return of the railroads to private operation the earnings of railroad employees were raised by the Railroad Labor Board to their highest point.

The Railroad Corporation's Propaganda.

Then it was that the floods of railroad propaganda were turned loose, at a cost of millions of dollars, to damn these workers in the eyes of their fellow men. Full-page advertisements pilloried them in every newspaper in the United States as the cause of every evil, real and imaginary, from which the Nation was suffering. And all this expense was added to the cost of transportation.

What was the giddy height of wealth and affluence to which these workers had been raised so that the profiteers were forgotten while they were denounced? What were the princely incomes of this new class of war-made plutocrats? O, Mr. President and Senators, listen while I reveal the facts. They were actually earning—these 2,000,000 men who run the Nation's railroads—at the very peak of their affluence at an average rate which would have yielded them \$1,790 a year, \$10 less than Henry Ford pays the humblest and most unskilled worker in any of his plants or on his railroad. Mr. Ford pays a minimum wage of \$6 a day and runs full time 300 working days a year.

But this \$1,790 a year was in terms of the inflated dollars of 1921, which were worth only 38 cents in terms of the commodity prices of 20 years before. In terms of the buying power of the dollars of 1900 this \$1,790 was worth only \$662. This is the wealth in which the railroad workers were rolling at the very height of their earning power—the equivalent of just about \$2 a day in terms of the days of normalcy and the full dinner pail.

But this did not last long, for with the decision of the Railroad Labor Board in June, 1921, the era of wage increases ended and the period of wage cutting began. By this one decision the wages of railroad employees were cut so their earning power was reduced to the level of a buying power of only \$599 in the values of 1900. The effect of this decision is shown in table 2, but it has not been possible to include in that table the effects of subsequent decisions of the board and the growth of the practice of subcontracting, which have reduced railway employees' earning power by an amount which can not be exactly calculated, but which may be conservatively estimated at \$100,000,000 a year.

Thus the incomes of railroad employees as a whole have now been reduced to the magnificent level of some \$567 in purchasing power at which they were when the century began. They are back exactly where they started.

It is just like Alice in Wonderland. Do you remember how in "Through the Looking Glass" Alice and the White Queen started to run and for a long time ran so hard that Alice was quite exhausted and looking round her in surprise said to the White Queen:

"Why, I do believe we've been under this tree the whole time! Everything's just as it was!"

"Of course it is," said the Queen. "What would you have it?"

"Well, in our country," said Alice, still panting a little, "you'd generally get to somewhere else if you ran very fast for a long time, as we've been doing."

"A slow sort of a country!" said the Queen. "Now, here, you see," it takes all the running you can do to keep in the same place. If you want to get somewhere else, you must run at least twice as fast as that."

So in this plundering the railroad employees, like Alice have been running for 20 years and are now back exactly where they started.

But while the railway men as a whole have thus managed to maintain their buying power some of them have actually suffered a considerable decrease. The engineers, who began the century with \$1,161 a year, now have a buying power in terms of the same values of only \$999. The conductors from a buying power of \$1,004 have now declined to \$909.

Thus it is that the decline of the dollar

from a commodity value of 100 cents in 1900 to 69 cents in 1913 and then to 38 cents in 1921 has wiped out all the apparent gains which the railway workers have been able to secure either through the work of their organizations or as a result of the supposed generosity of those who administered the railways during the period of Federal control.

Table I is the same as Table II, except that it shows in percentages what Table II shows in actual figures. Table III is as follows:

Table III.—Buying power of average annual earnings of railroad employees (1920-1921).

	All employees	Engineers	Firemen	Conductors	
1900.....	100	100	100	100	
1907.....	95	97	96	96	
1913.....	92	99	100	97	
1917.....	91	91	96	101	
1921 *.....	117	91	118	97	
1921 **.....	105	86	108	90	
	Trainmen	Machinists	Trackmen	Telegraph operators	
1900.....	100	100	100	100	
1907.....	104	101	100	97	
1913.....	111	100	97	83	
1917.....	105	108	100	82	
1921 *.....	125	117	128	115	
1921 **.....	113	108	110	106	

*First half. ** Second half.

This table which assumes 1900 as the base of 100 per cent shows, using as an illustration the engineers, that the wages of the engineer in 1907 while higher than his wages in 1900 by the difference between \$1,161 and \$1,340, in reality had 97 per cent of the purchasing power in 1907 which his earnings had in 1900. In the same way it will be observed that the purchasing power of the earnings of the engineers in 1921, as shown by the table, is but 86 per cent of the purchasing power of his far smaller earnings in 1900.

The Harvard bureau of economic research has made a careful study of the physical volume of goods produced in the United States since 1899. Its results are published in the Review of Economic Statistics issued by the bureau for the month of September, 1919, to January, 1920. They show that from 1900 to 1917, while population increased 34 per cent, the physical production of agriculture, mining, and manufacture in the United States increased 83 per cent. In other words, the physical production of goods per capita increased by more than one-third from 1900 to 1917. We are certainly safe in assuming that the increase from 1900 to 1921 was therefore at least 30 per cent. This means an increase of 30 per cent per capita in the output of our industries in actual physical goods. If labor, therefore, is simply to hold its own and receive the same relative proportion of the total product it received in 1900, it would be necessary for the buying power of the earnings of labor to be increased by 30 per cent.

The proportion going to labor on any sound economic theory ought to be even larger than that shown on Table IV. Labor ought to demand and ought to receive not the same proportion of the product that it

received in 1900 but an increased proportion. To whom does this increased product go if no part of it goes to labor? The answer is plain. It must go to capital. It must go to swell the great fortunes. To deny to labor the right to share in the increased product and wealth of the country is to make it an outcast in its own home. It is to reduce it to a permanent static position above which it can never hope to rise.

I have so far purposely refrained from dealing with standards of living. I do not believe that the wages of labor anywhere should be fixed merely by answering the question how little labor can receive and still function efficiently. I believe that labor should share in the ever-increasing wealth of the country.

President Harding will not be charged certainly with any undue bias in favor of labor, not by anyone who knows him, and knows his record when he was a Member of this body. In an address in New York City on May 23 last, as reported in the press of the country on May 24, he laid down the principle I assume he proposes that his administration shall apply in fixing the compensation of labor wherever that becomes a Government function. As reported in the press of the country on May 24, he said:

In our effort at establishing industrial justice we must see that the wage earner is placed in an economically sound position. His lowest wage must be enough for comfort, enough to make his house a home, enough to insure that the struggle for existence shall not crowd out the things truly worth living for. There must be provision for education, for recreation, and a margin for savings. There must be such freedom of action as will insure full play to the individual's ability.

This, you will see, is what the President promises at the minimum. It is that to which the lowest paid worker is entitled and which he should receive wherever the fixing of his wage becomes a function of the Federal Government, if the declaration of the President is made good.

Now, let us go one step further and see whether the wages which railroad labor is receiving today are enough "to make his house a home." Is it enough to assure him those "things truly worth living for?" Is it enough to insure "education for his children?" Is it enough to provide for himself and his family even the humblest "recreation?" What is the "margin for savings" which is left railroad labor on the basis at which it is being paid at present?

These are questions which can be easily answered. The field of living costs is one that has been rather completely covered during the last few years. During the years 1906 to 1914 four studies of living costs were made, and since 1917 no less than 13 other investigations of the same character have been completed. The method of making these studies has been to list the articles

necessary to maintain a workingman's family, and then to find out the market price of each of these articles. These studies have taken as a base a husband, wife, and three children of dependent ages, on the assumption that the living wage must consider the family as the unit, if the race is to be perpetuated. The best of these studies probably was that made by the United States Bureau of Labor Statistics during 1919 and 1920. The present cost of the decency and comfort budget for the ordinary industrial worker published by that bureau in 1920 is at least \$2,200, and the average cost of seven decency and comfort budgets worked out by various public and private organizations stood at \$1,970 in May, 1921, when food prices were substantially below their present level. Bear in mind that these decency and comfort budgets are not as liberal as that demanded by President Harding in the speech from which I have just quoted. Thus the Bureau of Labor Statistics says of its budget of \$2,200 per year for the laborer and his family:

It needs to be emphasized that the budget level adopted in the present study is in no way intended as an ideal budget. It was intended to establish a bottom level of health and decency below which a family can not without danger of physical and moral deterioration. This budget does not include many comforts which should be included in a proper "American standard of living." Thus, no provision is directly made for savings other than insurance, nor for vacations, nor for books and other educational purposes.

Now, turn to your table of railroad wages and take even the exaggerated figures for 1921, and you find that the only two classes of railroad labor which even approach the health and decency level are the conductors and the engineers.

All others are far below it. And mind you, this is not the level that President Harding has promised. It is a level far below that. The telegraphers, a highly skilled body of men upon whose accuracy and faithfulness and skill and alertness the operation and the movement of the trains must depend, are short by over \$400 annually of the decency and comfort level of living. The trackmen, upon whose labor the maintenance of the entire railroad system of the country is dependent, now receive only \$900 a year. They are thus \$1,300 below the amount which has been fixed as the minimum level upon which a family can be maintained in health and decency. I wish to call your attention to the fact that it was to this class of labor that President Harding referred specifically when he stated on May 24:

We must see that the wage earner is placed in an economically sound position. His lowest wage must be enough for comfort, enough to make his house a home, enough to insure that the struggle for exist-

ence shall not crowd out the things truly worth living for.

This clear cut enunciation by the President has been entirely ignored by the Railroad Labor Board in fixing the wages of railroad employees. Refusing to recognize that the trade laborers, like almost every other class of railroad employees were already below the level at which a recent living could be maintained, this board or arbitrators, in fixing the new wage scale to take effect as of July 1, 1921, ordered a drastic cut, averaging $12\frac{1}{2}$ per cent, in the wages of all employees. Not only did they ignore the maximum of the President by reducing the general level of railroad wages, but they went still further and imposed the heaviest cuts upon those classes of employees who were already lowest paid and who were, therefore, least able to bear the burdens. They reduced the wages of the more highly paid employees 8 per cent, but they cut the wages of the trackmen and other low-paid laborers 16 per cent. This is, in my opinion, one of the most cruel and indefensible acts ever perpetrated by a governmental institution. So far as I can discover these low-paid laborers were selected for slaughter by the Railroad Labor Board because it was believed that in the existing condition of unemployment these men were least able to offer effective resistance.

Think of it, Senators! Here we have the largest single class of railroad employees, numbering more than 300,000 men who, in rain and snow, under the broiling sun of midsummer, and in the icy blasts of winter, perform heavy and disagreeable labor. By the decision of a Government board, these men have had their wages reduced to a point where they are now able to earn only \$900 a year. This is equal to only \$3 a day, or \$18 a week. In terms of the purchasing power of money in 1900 the \$900 a year which these men now have an opportunity to earn is equal to only \$341. In other words, in terms of the actual buying power of money, these men are reduced to the level of \$1 a day. Every mature man knows that it has not been possible, at least in the Northern and Western States, to hire men for \$1 a day since the famine period of the nineties.

But this is only a foretaste of what the railroads hope to do to labor, if they are able to bend the Railroad Labor Board to their will, or, failing that, to evade the provisions of the transportation act by turning over their maintenance work and a large part of their operation to subcontractors. If they are able to do either of these things, they hope and expect to reduce the wages of trackmen to an actual rate of \$1.50 for a 10-hour day, which will be equivalent, in the purchasing power of 1900, to only 59 cents.

This may seem to be a sensational charge, but let me read you from the Wall Street Journal of January 12, 1922:

The carriers have announced their intention, subject to conferences with their employees and the rulings of the Railroad Labor Board, to reduce the wages of men in the train service 10 per cent from the present scale and wages of all other employees to the levels paid for similar labor in the various markets to such labor.

A few of the carriers are already effecting some of these savings, and it is interesting to consider what one of them—the St. Louis-San Francisco—is accomplishing in this way by letting maintenance and .. some operating work on contract.

When a free labor market labor, if employed at all, will be employed by the market, and private contractors, were the carriers thus permitted to hire labor at the market, would have no advantage over the railroads. * * * The St. Louis-San Francisco was engaged in 1921 in re-laying with heavier steel a good deal of light rail in Alabama, Mississippi, Oklahoma, and Texas. If the company had undertaken the task on its own account, it would have had to pay the track laborers the board's scale of 38 cents an hour. At these wages it is estimated that the labor cost of the steel laying would have been \$550 a mile. The contract cost of this work was actually \$350 a mile, a saving of \$200, or about 36 per cent.

But this is only part of the case against the Labor Board. The contractors have to make a profit. The track workers employed by them received \$1.50 a day for 10 hours, or 15 cents an hour. * * *

What Frisco achieved could have been accomplished by other roads, and was accomplished by a few, as the result of contract work. The difference between what was and what might have been is a deficit to the fixation of wages and working conditions by Government.

The inevitable conclusion from this article is that the railroads hope and expect that they will be able, if they succeed in their purpose, to force labor to accept employment at a dollar and a half for a 10-hour day. In terms of actual buying power the \$1.50 would be worth only what 85 cents would buy in 1919 and what 59 cents would buy in 1900. This would be less than Chinese coolies were paid in the days when the Pacific railroads were permitted to import them freely and to exploit them unmercifully.

I do not believe that the railroads can by any possibility proceed in forcing the wages of American labor down to any such level. But I take a much stronger position on this subject than simply warning against drastic wage reductions. I assert that under existing conditions any further reductions in railroad wages are unjustified, and if made will produce economic disaster.

What Has Caused the Depression?

Merchants and manufacturers are wondering today where their markets have gone.

Farmers are in despair because they are unable to sell their crops. Why is this? It is in large part because the men who do the Nation's work in factories, on railroads, in mines, either through wage cuts or through unemployment, have been deprived of the purchasing power with which to buy the food, clothing and other necessities of life in normal quantities.

You may not realize it, gentlemen, but these despised industrial workers, whose toil and sweat drives the wheels of the railroad, the factory, and the mine, together with their families, constitute more than half the population of the country and consume an even greater proportion of the Nation's staple products—its corn, its wheat, and its cotton. They use little wool and less silk and consume little or none of the products of the luxury trades, but they are the great market for the things the farmer produces.

All the millionaires in the United States could stop eating and cease to wear clothes and the markets for wheat, corn, and cotton, susceptible as they are to the slightest influence, would not notice the difference. But let the fifty-five millions who make up the families of America's workers be forced by wage cuts or unemployment to curtail their purchases at the grocery and clothing stores, and the inevitable result is a depression, if not a panic, in every market for staple products in the United States, and even the markets in Liverpool will feel the shock.

When the workers are well paid and steadily employed, there is prosperity and a good market, not only for merchants but for farmers and manufacturers as well. When half of the workers are on the streets seeking employment, and the other half are being paid wages insufficient to maintain a decent standard of living, there is commercial and agricultural stagnation and depression, which all the unemployment conferences and agricultural conferences in the world can not relieve or even appreciably alleviate.

This is the great economic truth which every statesman must realize. It is so self-evident that a child in grammar school can understand it. And yet it is ignored and violated every day by those who are now in control of the destinies of this Nation.

The masters of American finance and business devoted the year 1920 to "deflating" the farmers, using as their agency the Federal reserve system, the most powerful and ruthless financial instrument ever constructed by human ingenuity. Through their machinations the producers of corn, cotton, and wheat have been ruined, and despair fills the countryside in every agricultural district.

The year 1921 has been devoted by these same masters of business and credit to the infernal, but not less congenial, task of "deflating" labor and destroying their unions, which alone stand between them and serf-

dom. In this they have, thank God, not yet fully succeeded. Labor, unlike the farmers, was not so vulnerable to the weapon of concentrated credit control by which the agricultural producers were forced to throw their crops on the market at an enormous sacrifice. Labor has been crushed by the slower but not less formidable process of unemployment and wage cuttings. So today five or six millions of toilers are out of work and their families are hungry, largely to the end that their spirit may be crushed and a new generation of serfs may be bred. The United States Supreme Court and the lower courts are depriving the workers of their weapons of defense one by one and seeking to bind them with chains, so that their masters may with impunity scourge them into submission.

This alliance of the Federal courts and the vested interests for the conquest of labor may succeed. I pray that it may not, but I sometimes fear that it may. No such powerful combination has ever been arrayed together for an evil purpose in the history of this country. In comparison with it the slave power, with its representatives sitting arrogantly in the Senate and House and with its spokesman as Chief Justice of the Supreme Court delivering the Dred Scott decision, pales into insignificance by the record that is being made by the Federal courts in our own time.

This effort to crush labor and reduce the free-born American workers to the condition of Russia serfs may succeed, although I still have such faith in the courage and the integrity of the American people that I believe they will finally achieve a glorious victory as overwhelming as that which crushed the slave power in 1865. But, in any event, success can be achieved by these sinister forces only after a period of strife and chaos which is too horrible to contemplate, and their success, however and whenever accomplished, will mark the downfall of the American Republic.

I thank Senators for their very patient attention and attendance during the delivery of this address.

LAUGH!

Build for yourself a strong box,
Fashion each part with care;
Fit it with hasp and padlock,
Put all your troubles there.
Hide therein all your failures,
And each bitter cup you quaff,
Lock all your heartaches within it,
Then—sit on the lid and laugh.

Tell no one of its contents;
Never its secrets share;
Drop in your cares and worries,
Keep them forever there;
Hide them from sight so completely
The world will never dream half;
Fasten the top down securely,
Then—sit on the lid and laugh.

—Anon.

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JAMES B. CASEY, EDITOR AND MANAGER.


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(Signed) J. B. CASEY, Editor and Business Manager.

Sworn and subscribed before me this 18th day of March, 1922.

FORMER DIRECTOR GENERAL McADOO REFUTES SLANDER OF RAILROAD EMPLOYEES.

Former Director General of Railroads McAdoo was a witness recently before the Senate Committee on Interstate Commerce, which was investigating the railroad situation, and while we have been unable so far to get the full text of his testimony, enough has been disclosed to show that he thoroughly routed and put to confusion, those who have been slandering and maligning the war record of railroad employees. These purveyors of false testimony and slander, have been charging that the employees of the railroads were slackers, took advantage of the government's necessity and demanded unreasonable wages. Mr. McAdoo not only testified that the reverse was true, but submitted official communications from officials in charge of operations during the war, which urged that even higher rates should be paid the employees so they might meet the increased cost of living and be compensated on a par with the employees of other industries, the authors of some of these communications are now among those making criticisms and false statements.

Instead of the records showing inefficiency on the part of the men Mr. McAdoo testified that the inefficiency existed in the ranks of the officials in charge of some of these roads. Mr. McAdoo read a letter he addressed to President Rea of the Pennsylvania system, under date of January 17th, 1918, in which he stated: "I would not be candid if I did not tell you that I am not fully satisfied with the efficiency of the management of the Pennsylvania railroad. I believe that great improvement can be made, and I look to you and the officers of that system to bring that improvement about at the earliest possible moment. I would not be frank if I did not tell you that unless there is a decided improvement

in the efficiency of the Pennsylvania system a change in the management will become inevitable." Mr. McAdoo disclosed the fact that he issued a similar warning at the same time to President Willard of the Baltimore & Ohio Railroad, also to President Rice of the Reading, President Besler of the Central of New York and others. Now these officials are among those slanderously charging inefficiency to the employees.

It would seem as if the officials in charge of the railroads during government management have gone under an hypnotic spell since the roads have gone back to the old interests and are controlled in their actions and utterances by this mysterious influence. During the war, they loudly praised the zealous and untiring efforts of the employees and since then have denounced them as slackers and shirkers.

According to the official records submitted by Mr. McAdoo, these officials were insistent during the war that the men were underpaid and should have their wages raised, now they charge all of their trouble to high wages and can think of nothing but that of cutting wages. However, we believe the trouble of the roads arise from inefficiency in management and the wasteful methods in force, in reference to finance, supplies, equipment, overhead charges and other ways.

THE PROPOSED SHIP SUBSIDY A HUGE GRAFT.

Evidently there is a serious attempt being made to force a ship subsidy law through congress, for immediately following the plea of President Harding before that body, for such a measure, Senator Jones of Washington introduced a bill for that purpose, which in addition to granting a subsidy of \$32,000,000 a year, would give the shipowners far-reaching powers and result in destroying all rights now enjoyed by American seamen.

Looking at this matter from all angles, as well as the whole question of our merchant marine, it appears to us, it is but a part of a huge scheme to make a present of the fleet of more than a thousand vessels built and owned by the government, to some favored corporations and pay them for operating, for their own profits. This fleet of ships we are told lost about three billions of dollars to build, but at the present time the U. S. Fleet corporation is advertising them for sale in about all of the daily papers, and we are told they do not expect to realize more than \$200,000,000, which is less than seven per cent of their cost, and less than twenty per cent of their value today, and the purchaser will have fifteen years to finish paying for them, at this rate with this proposed subsidy of \$32,000,000 in force, the buyers could meet the yearly payments for the ships and have about \$18,000,000 a year to pay for operating them, therefore they would need little capital to put in the business, and a very large part of the income derived from operating the ships would be pure velvet; in the last analysis paid out of the substance of all our people.

There are other lavish gifts proposed in this colossal graft scheme, one of which is to create a loan fund of \$125,000,000 which would be loaned to the borrowers at 2% interest, which is about one-third of the rate of interest the government is paying for the hundreds of millions it is now borrowing for its own needs. We are told that an army of lobbyists and wire pullers for special interests have descended upon Washington like a swarm of locusts and with the aid of the administration they hope to put over this outrageous fraud, and should they succeed, what returns of benefits are the people to receive? Merely that of having the opportunity of paying for the movement of their commodities in these ships which will be manned by Chinese crews, and quite likely repaired in

foreign ports. The people of the United States should raise their voice in protest in a mighty roar against this iniquitous wrong being consummated.

The government subsidized the railroads when turning them over to their owners, and they immediately proceeded to enter into an agreement with foreign ship owners to throw all of their foreign traffic in their hand, instead of our government operated ships. If the government is going to guarantee a large profit to big business, there is no reason why it should not bestow the same guarantee upon the small business, the farmers and the working people, they have as good, if not better claim upon it, for upon their prosperity depends their ability to support these other grafts, if for no other reason; but of course, there are many and far more weighty reasons for so doing. The Shipping Board and Fleet corporation from its inception all the way down has reeked with inefficiency, extravagant wastefulness, and some say even worse. At and rate hundreds of millions of the people's money has been squandered in ways that have not been fully explained to the public, and the present program seems to be on a par with past performances.

If we had expert and efficient men versed in the shipping business in charge of this shipping board, and placed at their disposal the huge sums it is now proposed to give to others, we could build up a real merchant marine that would carry our commerce to the furthestmost ends of the earth, at a reasonable cost and prove a real benefit to all our people, instead of heaping colossal wealth upon a few who have already grown opulent through government bounties in other ways, as is proposed by this subsidy and ship selling graft. Our people should protest against the consummation of this great wrong.

GOVERNMENT EMPLOYEES RECEIVE LITTLE CONSIDERATION.

It will be remembered that about a year ago the United States Shipping Board decided to recondition the transatlantic liner *Leviathan* and asked for bids. Several were submitted by private shipyards and one by the Boston Navy Yard, the latter's bid was more than one million dollars lower than the lowest bid from private yards, then the officers of the Shipping Board began to quibble, find fault and raise chimerical objections to awarding the job to the navy yard, claiming they could not give a guarantee to do the work for the amount named and that they might not complete the work in the time specified. To overcome these objections the business interests of Boston offered to put up a substantial sum as a forfeit if the job was not done in the time specified, and the employees of that navy yard agreed to having a part of their wages held until the job was completed, and if they did not finish the job in time the amounts so held were to be forfeited, still the Board held off and a short time ago made some changes in the specifications and asked for new bids but the navy yards were not allowed to submit bids and it was awarded to the Newport News Shipbuilding & Dry Dock Co. Such methods on the part of the Shipping Board was a rank discrimination against the navy yards, and would be reprehensible at any time, and is especially so at this time when, on account of the disarmament agreements most of the work in the navy yards has been suspended and thousands of the employees suspended.

If the navy yards can do work of this kind for other branches of the government in competition with private yards they should be permitted to do so; and in this particular case it looks as if the Shipping Board wantonly sacrificed a possible million dollars saving in order to give the

work to a private shipyard. One of the excuses advanced by Mr. Lasker, chairman of the Board, for so acting was that after the work of dismantling the ship took place, it might be found necessary to do work not mentioned in the specifications and this would be added to the estimate submitted by the navy yard, as if it will be otherwise with the private yards, every extra item of work not mentioned in the specifications will be paid for in addition to the amount of contract and at inflated prices, which quite likely will amount to something like a fourth of the original bid by the time the job is done, whereas had the navy yard done the job the extras would have been done at actual cost; charges for extras is one of the long suits of contractors and even in contracts for new ships amount to immense sums, for once a change is made in any of the specifications, extras accumulate in rapid order.

In answer to the suggestions of a delegation of the employees to undertake to furnish or manufacture some of the articles required by other departments of the government, in order to furnish work for the men thrown out of work, Secretary of the Navy Denby was equally inconsiderate and unmindful of the needs and welfare of the men who have faithfully served the government for years and curtly informed them he saw no advantage in placing them in competition with private contractors. However, this matter cannot, in conscience be so lightly cast aside by the officials of a mighty nation whose needs of the past created the employment of tens of thousands of its citizens who have grown old in its service and through its actions, commendable though they were in helping to bring about disarmament, created the crises of their unemployment. Surely there is a moral obligation resting on the government to relieve this situation and help them into some other line of useful employment.

CANAL EMPLOYEES GIVEN A RAW DEAL.

In accordance with the recommendation of the commission appointed by the present administration, mention of which was made by us a few months ago, the War Department has taken away about all of the privileges that the employees of the Panama Canal have enjoyed since the Canal was first taken over from the French, that of free rent, light and fuel, and they are charged for these now, which amount to a considerable cut in their wages. We are told that the withdrawal of these privileges, in addition to the wage cuts they have received since the 1st of July last, amounts to a difference of from forty-one to fifty-eight dollars per month per man. The employees petitioned President Harding to prevent the consummation of this drastic action but he refused to do so, they then sought the aid of the courts but without result and the reductions were put into effect.

Furthermore, carrying out the further recommendation of this commission, the canal officials are inaugurating a policy of training the cheap cooly laborers of the tropics to take the place of the American citizens now employed there as mechanics; with millions idle in the United States, our government officials plan to displace our mechanics on the canal, for tropical negroes, not that they are competent to do the work, but that they will work for less wages. The main reason for our taking over and building this canal was that of national defense, it was to be, and should still be, an important link in coast defenses, enabling our fleets to transfer quickly from the Atlantic to the Pacific, or vice versa, and in case of war it would be of immense importance, then why should we permit so dangerous an innovation as that of manning it with alien

coolies, who have no interest, knowledge, or anything else in common with us. No other nation under the sun would intrust their defenses to aliens in like manner.

The operation of the railroads, locks and other equipment of the canal require a large force of trained and experienced mechanics, it takes time to assemble such a force, especially in such an out of the way place, inure to the climate and train them in their various duties and if it is deemed necessary to maintain this canal for defensive purposes, it is the part of wisdom to do so in an efficient manner. While peace is in force they can the more efficiently serve the needs of commerce in transferring its vessels quickly and safely from ocean to ocean.

The last available report of the receipts and expenditures of the canal, shows a large surplus of receipts over expenditures, then why is this niggardly, penurious and unwise course being pursued? Echo answers why! The only grounds we can see is, that it is linked up with "open shop" anti-union, wage reduction campaign that has been waged by big business in the United States for more than a year now, and the administration is working hand in glove with it. Well, we believe it will hear from the "folks back home" later on and that they will give it a roving commission the first opportunity.

A WRITER FOR A FINANCIAL PUBLICATION SAYS LABOR JOURNALS ARE EFFECTIVE.

Often we find that labor's critics and detractors furnish the most weighty evidence of the effectiveness of organized labor in its efforts to protect the interests of its members, and especially so when they are giving utterance to opinions in private, or in such a way that it will not likely come to the notice of the members of organized labor. The same thing holds good in reference to their opinions on labor's publications.

A case of this kind occurred recently; a writer in the *Annalist*, a financial magazine, credited the opposition of the railroad employees to the roads reduction of pay, conditions, etc. to the official publications of their organizations. This opinion was of course intended for the benefit of the financiers, he said. "The several unions of the 2,000,000 railway workers publish newspapers resembling what are called 'house organs' or trade papers or bank circulars. They have only a limited circulation, but they make votes that are reliable on election day, which is more than can be said for more widely circulated journals appealing to more variegated tastes and not able to control the suffrages of their leaders. If any one wishes to know why railway workers are so stubborn in their anti-railway views it is necessary to make some little journeys into some of the union publications." Of course, this writer, catering to the views of the financiers, calls it "stubbornness in their anti-railway views," instead of saying more accurately, united in opposition to the railroads present policy of unfairness towards their employees. It is well that they have these champions of their rights, few in number though they are in comparison with the thousands of newspapers and magazines feeding anti-union propaganda to the public.

Labor needs more and still more of its own publications, to defend its interests and inform its members of the problems confronting them as well as inform the public of the justness of their cause and their hopes and aspirations for the future. In addition to increasing and strengthening the classes of publications we now have, we believe the time is near

when it will not only be found desirable but possible to start daily papers in many of our large cities, if these are started on an economical but efficient basis, and serve their readers with the unbiased news of the day, in an effective, reliable way, and with a broad constructive labor policy they should prove successful and fill a long felt want. In the meantime we should zealously support all of the publications we have at present.

EXPERT OPINION CONFIRMS OUR BELIEF IN THE WISDOM OF OPENING TRADE WITH RUSSIA.

In the last issue we expressed our opinion of the wisdom and advantage of opening trade with Russia, we could furnish the starving millions of that country with some of our surplus grain and food stuff, thus relieving suffering humanity over there and helping our farmers at home, and besides furnish Russia with millions of dollars worth of other supplies, which would aid our manufacturers and quicken the wheels of our commerce. Since writing the above mentioned article we see that members of an American Commission, which traveled 7,750 miles through Russia last fall, testified before the Senate Agricultural Committee, of the situation and fully sustained our opinions in this matter.

The chairman of the commission, Mr. Albert A. Johnson, who is director of the Farmingdale, N. Y. Agricultural Institute, stated that owing to the unprecedented droughts which had visited that country for the past two years, that millions of people were trying to live on water-melon rinds, millet, sunflower seed, acorns, leaves, and even ground bones, in large areas the bark was peeled off the bushes and eaten by the people. In addition to the drought, Mr. Johnson stated that people were suffering from the devastations inflicted upon the country by Generals Wrangle, Denekin, Udenick and Kolchak. Capt. Paxton Hibben, secretary of the commission and who was formerly in the diplomatic service of the United States and connected with the American Embassy at Petrograd from 1905 to 1907, stated there were 19,000,000 people starving in Russia and was outspoken in opposition to the methods being pursued by Secretary of Commerce Hoover, who has charge of American relief there; Captain Hibben charges he will not use Russian seaports and railroads for distributing this relief, and stated that as a result not half of the people can be relieved under the present arrangements and urges that a loan of twenty or twenty-five millions of dollars be made to Russia so that an additional 500,000 tons of grain could be purchased here and sent to their relief. He stated the Russian Commission of the Near East Relief gave it as their opinion that Russia needs \$500,000,000 of tractors, machinery and other supplies which America can furnish and gave it as his confident belief that Russia was financially responsible and would pay for these supplies and that the Russian people were willing to give as a lien for the payment of these supplies, concessions of enormously valuable mineral resources and other valuable property.

If arrangements can be made to safeguard the payments for this immense amount of grain, machinery and other supplies it would be a crime not to do so, for it would save the lives of millions of the people of Russia and revive their drooping hopes for the future and at the same time relieve widespread suffering and want among the millions of our own unemployed. Apparently the opportunity to do a mighty deed in the cause of humanity presents itself in this matter, and from a purely legitimate business point it seemingly is even greater. Let us hope it will be promptly grasped.

WE SHOULD ENCOURAGE THOSE NOT CITIZENS TO BECOME SUCH.

The matter of taking an active and independent part in politics in the future, forces itself upon us, because of the hostile legislation enacted by many states, and the proposed enactment of much more, as well as the hostile policy adopted by the Federal and many state administrations and courts; and if we are to prove equal to the occasion and act in an effective way, we must see to it that our members are prepared and do act in concert with each other in this matter.

We believe all of our members have seen enough during the past couple of years to convince them of the necessity for active, independent political solidarity on their part, and that they are as one mind in the matter, however, before they can act effectively, they must be registered and prepared to vote, we should individually and collectively help to accomplish this end; see that all of the eligible members of your household are registered, then inquire of your neighbors and shopmates and if any of them are not, help them to do so.

Many of our members were born in other countries, it is quite likely some of these have not yet become naturalized, we should urge them to do so immediately, it is to their interests as well as the success of the labor movement that they do so. They can enjoy many rights and privileges as citizens, that they cannot secure as aliens. The United States has received millions of people from the various nations of Europe since it became a nation and welcomes all such who voluntarily cast their lot with and desire to become a part of this great nation, however, in order to show their good faith, they should become citizens and exercise their rights and civic duties by voting. We strongly urge all those who have neglected their duty in this matter to get busy at once, and bespeak for them the active co-operation and assistance of all our members. Now is the time to do effective work if we would make a showing next fall.

We cannot reap a harvest unless we first sow the seed, neither can we reap success at the polls unless we beforehand attend to the details upon which this success depends. Read, educate and organize our forces, and do it now.

CONGRESS IS SLOW TO ACT ON FORD'S OFFER FOR MUSCLE SHOALS.

While Congress has had for some time Henry Ford's offer for Muscle Shoals, it has not apparently made very much progress towards its acceptance, in fact it is patent to all that powerful influences are doing everything they can to have it rejected. Fertilizer interests, munition makers and banking interests are all behind this opposition.

The fertilizer interests are opposed because he promises to make nitrates and sell to the farmers at a slight margin of cost, this would force these fertilizer makers to reduce their profits. The munition makers are opposed because, in case of war Mr. Ford would be in a position to furnish nitrates to the government and deprive them of large contracts with fat profits. The banks are opposed because Mr. Ford would be authorized to have issued government non-interest bearing script against the Muscle Shoals property, which would circulate as legal tender, this would be a challenge of our present banking system, with all its interest charges and dominance of industry through control of capital, and this powerful interest will not quite likely allow such a serious challenge of their ascendancy to become a reality without a severe struggle, for should it

go into effect and prove successful it would eliminate Wall Street's overshadowing influence over our industries. Therefore if the people desire this to go through, they may as well realize at once that a hard fight is before them, and the quicker they get busy, the more likely they may succeed.

There is no question in our mind as to the benefits to be derived by the people, should Mr. Ford's offer be accepted. He has taken a lively interest in this matter and his practical experience evidently sees great possibilities in this enterprise as he is quoted as saying:

"In Muscle Shoals lies the freedom of American industry, in the war, the country turned its every resource to help free the world from militarism—a militarism fostered by an international money power. Now in the same way, we are going to fight to the last ditch to free American industry and American agriculture from that same money power."

From all reports, there are immense and far reaching possibilities to be derived from full developing this enterprise, and especially so by one who has the welfare of his fellowman at heart and the proven ability to accomplish things of Mr. Ford. Quite likely the successful completion of this enterprise would revolutionize our industrial life by giving a practical object lesson on the advantages to be derived by developing our water power throughout the country.

It is quite likely that the question of accepting this offer of Mr. Ford will have to be fought out in the next congressional election and those who would serve in that capacity in the next congress should be made to commit themselves on this matter.

OUR SECRETARIES ARE RESPONDING IN FINE SHAPE.

Since writing the editorial in February Journal, asking for complete lists of the names and addresses of the members of those lodges from which we had not received such a list in a reasonable time, the secretaries have responded promptly and we have received a flood of such lists. However, we have been able to give prompt attention to all such, and have received many letters which testify to the satisfaction of their members and the increased interest as a result of all getting their Journals.

We desire to thank all the secretaries who responded so promptly and cheerfully, and we hope they will continue to give us their active co-operation in keeping mailing list up to date, every member in good standing is entitled to the Journal and we want it to reach him promptly each month.

There are still some secretaries who have not yet responded and we hope they will get busy and prepare and send in a complete list. Those who neglect this matter are doing an injustice to their members as well as the Brotherhood, there is information of much value to them in each issue, by their getting and reading the Journal it will increase their interest in the organization's welfare. This will not only help the Grand Lodge but the local as well. So get busy you Brother Secretaries, who are delinquent in this matter.

DEATH OF FORMER GENERAL ORGANIZER SWEENEY.

Just before closing this issue, a wire was received announcing the death of Brother John J. Sweeney, at Philadelphia, Pa. The cause of his death or how long sick, was not given. Bro. Sweeney was one of the pioneers in our Brotherhood and took an active part for many years, as an International Organizer and later as Business Agent of the Hog Island

Lodge, until that yard ceased the construction of ships for the Federal Government.

•The Journal joins his many friends in extending sympathy to the members of his family. May he rest in peace.

QUOTATIONS.

Times of general calamity and confusion have ever been productive of the greatest minds. The purest ore is produced from the hottest furnace, and the brightest thunderbolt is elicited from the darkest storm.—Colton.

Irresolution on the schemes of life which offer themselves to our choice, and inconstancy in pursuing them, are the greatest causes of all our unhappiness.—Addison.

Nothing of worth or weight can be achieved with half a mind, with a faint heart, with a lame endeavour.—Barrow.

Take heed of jesting; many have been ruined by it. It is hard to jest, and not sometimes jeer too; which oftentimes sink deeper than was intended or expected.—T. Fuller.

Where the mind does not perceive connection, there men's opinions are not the product of judgment, but the effects of chance and hazard, of a mind floating at all adventures, without choice and without direction.—Locke.

Some men think that the gratification of curiosity is the end of knowledge; some, the love of fame; some, the pleasure of dispute; some, the necessity of supporting themselves by their knowledge; but the real use of all knowledge is this—that we should dedicate that reason which was given us by God to the use and advantage of man.—Lord Bacon.

Liberty, such as deserves the name, is an honest, equitable, diffusive, and impartial principle. It is a great and enlarged virtue, and not a sordid, selfish, and illiberal vice. It is the portion of the masses of the citizens, and not the haughty license of some potent individual or some predominant faction.—Burke.

None can love freedom heartily but good men; the rest love not freedom, but license, which never hath more scope or more indulgence than under tyrants. Hence it is that tyrants are not often offended by, nor stand much in doubt of, bad men, as being all naturally servile; but in whom virtue and true worth is most eminent them they fear in earnest, as by right their masters; against them lies all their hatred and corruption.—Milton.

There is no unmixed good in human affairs; the best principles, if pushed to excess, degenerates into fatal vices. Generosity is nearly allied to extravagance; charity itself may lead to ruin; the sternness of justice is but one step removed from the severity of oppression. It is the same in the political world; the tranquility of despotism resembles the stagnation of the Dead Sea; the fever of innovation the tempests of the ocean. It would seem as if, at particular periods, from causes inscrutable to human wisdom, a universal frenzy seizes mankind; reason, experience, prudence, are alike blinded; and the very classes who are to perish in the storm are the first to raise its fury.—Sir A. Alison.

STRIKES NOW IN FORCE.

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)
 Billberg Boiler Works, Houston, Tex. (Strike on.)
 Fellps Oil Works, Franklin, Pa. (Unfair.)
 The Lucey Mfg. Co., Chattanooga, Tenn. (Strike on.)
 Morse Bros. Mach. & Supply Co., Denver, Colo. (Unfair.)
 Cramps Ship Yard, Philadelphia, Pa. (Strike on.)
 Ajax Boiler Works, Denver, Colo. (Unfair.)
 S. F. Bowers & Co., Inc., Fort Wayne, Ind. (Unfair.)
 Provo Foundry and Mach. Co., Portland, Me. (Strike.)
 Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)
 Biter-Conley Co., at Paragon Oil Co., Toledo, O. (Strike on.)
 Mathilson Alkali Works, Saltville, Va. (Strike on.)
 Lebanon Boiler Works, Lebanon, Pa. (Unfair.)
 McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)
 Rushton Foundry & Machine Co., Alexandria, Va. (Strike on.)

Dominion Shipbuilding Yard, Toronto, Ont., Can. (Strike on) on work being done by the Collingwood Shipbuilding Co. for the Dominion Government.
 Atlanta, Birmingham & Atlantic R. R. (Federated strike on.)
 Missouri & North Arkansas Ry. (Federated strike on.)
 Minneapolis Threshing Machine Co., Hopkins, Minn. (Strike on.)
 Cosden Refining Co., Tulsa, Okla. (Look out.)
 Higgins Bros., Bayonne, N. J. (Unfair.)
 Vulcan Iron Works, Wilkes Barre, Pa. (Strike on.)
 Wilmington Iron Works, Wilmington, N. C. (Unfair.)
 Wilson Bros., Hoboken, N. J. (Unfair.)
 Lake Erie Boiler Works, Buffalo, N. Y. (Strike on.)
 J. D. Cousins & Sons Boiler Works, Buffalo, N. Y. (Strike on.)
 Salt Lake Boiler & Sheet Iron Works, Salt Lake City, Utah. (Unfair.)

Official

Kansas City, Kan., March 16, 1922.

To the Officers and Members of All Subordinate Lodges:

Greetings: We are herewith submitting the lodge vote on the resolution adopted by Lodge No. 293, proposing that a special convention of the International be held, as early as possible, as Article 10, Section 1 and 2, Grand Lodge Constitution requires 20 per cent of all lodges voting in favor of the proposition to endorse same, and as we now have 700 lodges in good standing, it will be necessary for the proposition to receive 20 per cent, or 140 lodges voting favorable, to endorse the proposition submitted.

The resolution as adopted by Lodge No. 293, and submitted to the lodges for an endorsement received 77 votes; therefore, did not receive the 20 per cent endorsement, as per Article 10, Section 1 and 2, and the proposition failed of adoption.

The resolution adopted by Lodge No. 428, proposing an amendment to Article 7, Section 5, Subordinate Lodge Constitution, received 159 votes; therefore, the resolution received the 20 per cent endorsement as per Article 10, Section 2, and the proposed amendment will be submitted for a referendum vote of the membership.

The votes on both propositions submitted are as follows:

Lodges voting for proposition submitted by Lodge No. 293:

4, 8, 17, 22, 27, 47, 80, 81, 90, 91, 104, 113, 118, 126, 134, 143, 144, 155, 178, 190, 194, 227, 228, 257, 273, 285, 293, 298, 300, 305, 310, 311, 319, 320, 321, 324, 334, 363, 372, 377, 381, 383, 392, 293, 402, 403, 411, 415, 416, 420, 426, 431, 433, 438, 440, 445, 462, 463, 470, 476, 499, 522, 526, 532, 568, 578, 597, 625, 626, 628, 637, 665, 669, 699, 712, 718, 719—Total 77.

Lodges voting against proposition submitted by Lodge No. 293:

3, 7, 10, 20, 30, 34, 37, 38, 40, 42, 44, 50, 51, 55, 58, 62, 83, 92, 96, 98, 112, 127, 132, 159, 167, 170, 189, 199, 209, 217, 219, 221, 226, 232, 233, 242, 246, 252, 261, 264, 276, 279, 281, 286, 292, 322, 327, 328, 329, 340, 341, 345, 348, 360, 371, 384, 404, 419, 427, 434, 450, 461, 475, 486, 501, 504, 514, 524, 537, 548, 549, 563, 565, 566, 576, 599, 610, 618, 635, 677, 697, 708, 724, 736, 743, 749—Total 86.

Lodges voting for proposed amendment to Constitution submitted by Lodge No. 428:

1, 3, 4, 7, 8, 10, 15, 16, 17, 20, 22, 27, 30, 34, 38, 40, 42, 47, 50, 51, 54, 55, 58, 61, 62, 66, 80, 81, 90, 91, 92, 98, 104, 112, 113, 116, 118, 126, 134, 143, 144, 155, 157, 159, 167, 170, 178, 179, 182, 189, 190, 194, 199, 209, 217, 219, 221, 226, 227, 228, 229, 232, 238, 242, 247, 252, 257, 261, 264, 266, 273, 276, 279, 281, 286, 292, 293, 298, 300, 305, 310, 311, 319, 320, 321, 324, 327, 329, 334, 341, 348, 356, 360, 363, 372, 378, 383, 384, 392, 393, 402, 404, 411, 415, 416, 419, 420, 426, 427, 428, 434, 440, 445, 450, 461, 462, 463, 470, 471, 475, 476, 486, 499, 500, 501, 510, 522, 524, 526, 532, 537, 540, 543, 548, 549, 559, 563, 565, 568, 576, 597, 599, 610, 615, 618, 622, 625, 637, 665, 669, 677, 697, 699, 708, 719, 724, 736, 743, 749—Total 159.

Lodges voting against proposed amendment submitted by Lodge No. 428:

37, 83, 127, 132, 233, 345, 371, 377, 626—Total 8.

(Signed) Wm. Atkinson, Asst. Pres.; Jas. B. Casey, Ed. and Mgr. of Journal; Jos. Flynn, Int'l Sec.-Treas.

PROPOSED AMENDMENT SUBMITTED BY L. 454 (1st Publication).

Kansas City, Kansas, March 16, 1922.

To the Officers and Members of All Subordinate Lodges.

Greeting:—

In accordance with Article X, Section 1, of the constitution adopted at the Thirteenth Triennial Convention, I am submitting herewith a proposed amendment to the constitution adopted by Lodge 454 of Chicago, Ill., which proposes to amend Article XIV, Section 1, International Lodge Constitution.

In addition to the issuance of this circular the proposed amendment will be published for two months in the Official Journal, which will be for the months of April and May. If twenty per cent of the lodges in good standing endorse the proposition it will then be submitted for a referendum vote.

For this vote all it requires is a lodge vote, which should be sent to the International Secretary-Treasurer not later than ten days after the close of the voting limit as prescribed in Section 1 of Article X.

With best wishes, I am, yours fraternally, J. A. Franklin, International President.

PROPOSED AMENDMENT TO THE CONSTITUTION AS ADOPTED BY LODGE 454, CHICAGO, ILL.

Chicago, Ill., Jan. 31, 1922.

Mr. J. A. Franklin,
International President,
Kansas City, Kansas.

Dear Sir and Brother:—

The enclosed amendment to the constitution was regularly moved and seconded and discussed at three regular meetings of Local No. 454, B. M., I. S. B. & H. of A. and passed at each meeting without a dissenting vote being cast against it.

Brother Franklin, just at the present time, perhaps, you are well aware that there is urgent need of such an amendment or something similar to it. Organized labor now, as in the past, is practically muzzled by a majority of its constitutions, while Big Business or Organized Capital has gathered to themselves everything that was in sight, and down it through the channel that is timid to the working class, political action and the discussion thereof.

We cannot scare Organized Capital by being affiliated with a Labor Organization alone. They laugh at us and treat promises and agreements like scraps of paper. We cannot scare them by going on strike, they call in new laws to suppress us, but

we can scare them by voting solidly for candidates who are members of our own class, chosen from amongst the ranks that toil and leave their hand-picked candidates serenely alone.

This alone, Brother President, can only be brought about by the discussion of such matters at the proper time and through the proper channels.

Trusting, Brother President, that this amendment will meet with your approval, we beg to remain, yours fraternally, Walter Love, Rec. Sec. Committee: William Kelly, Charles A. Leahy, Walter Love.

Article XIV, Section 1, to be amended to read:

The discussion of creed or nationality shall be strictly prohibited, nor shall any insulting language be permitted, while any subordinate lodge of this Brotherhood is in session.

The discussion of political economics concerning the welfare of the members of this Brotherhood and the labor movement in general, will be tolerated. Said discussion not to exceed thirty minutes at any one regular meeting.

PROPOSED AMENDMENT SUBMITTED BY LODGE NO. 179 (First Publication).

Kansas City, Kan., March 16, 1922.

To the Officers and Members of all Subordinate Lodges:

Greeting: In accordance with Article X, Section 1, of the Constitution adopted at the Thirtieth Triennial Convention, I am submitting herewith a proposed amendment to the Constitution as adopted by Lodge No. 179 of Denver, Colo., which proposes to amend Article I, Section 9; Article I, Section 10; Article I, Section 11; Article VII, Section 11, and Article VIII, Section 2, International Lodge Constitution.

In addition to the issuance of this circular the proposed amendment will be published for two months in the Official Journal, which will be for the months of April and May. If 20 per cent of the lodges in good standing endorse the proposition it will then be submitted for a referendum vote.

For this vote all it requires is a lodge vote, which should be sent to the International Secretary-Treasurer not later than ten days after the close of the voting limit as prescribed in Section 1 of Article X. With best wishes, I am yours fraternally, J. A. Franklin, International President.

PROPOSED AMENDMENT TO THE INTERNATIONAL LODGE CONSTITUTION AS SUBMITTED BY LODGE 179, DENVER, COLO.

After carefully following and noting the discouraging vicissitudes as manifested in the spectacular controversy recently staged and so mysteriously closed by the Big Four Brotherhoods: We, the members of Local No. 179, I. B. of B. M. I. S. B. & Helpers of America, believe and declare it is in due

time and proper that our International Constitution should be changed in such manner as to avoid the ridiculous burlesque as staged by the Big Four. Therefore, we initiate the following changes in our International Constitution for the required endorsement and final enactment by the membership:

Sanction of Strikes.

Article I, Section 9, shall be changed to read as follows:

The International Executive Council shall grant sanction for moral or financial support to any lodge or lodges to strike when grievances are properly submitted to the International President's office on grievance blanks furnished by the International Secretary-Treasurer when accompanied by eighty per cent (80%) of the votes of all members in good standing covered by said grievance in favor of declaring said shop or shops unfair to organized labor.

Power of Executive Regarding Strike Benefits.

Article I, Section 10, be stricken out in its entirety.

Article I, Section 11, shall read as follows:

The International Executive Council shall not have power to withdraw any financial assistance from any lodge or lodges on strike while there remains any finances in the strike fund, until such strike be declared lost by two-thirds (2/3) majority of all members directly affected on date of declaration.

Strikes—Power to Call.

Article VII, Section 11, shall read as follows:

District lodges shall have power by an eighty per cent (80%) vote to call strikes, in accordance with Article VII, Section 9 of International By-Laws.

Article VIII, Section 2, the first thirteen words shall be stricken out and substituted by the following words:

"When a strike has been declared in accordance with Article I, Section 9" as revised.

Beginning with the word "no" on line nine and ending with the word "Council" (inclusive) line twelve be stricken out.

Submitted by Lodge No. 179, meeting January 4th, 1922. H. Shaffroth, secretary.

Reasons for the Amending of the Constitution.

Whereas, we, Local No. 179 of the I. B. of B. M., I. S. B. & Helpers of America, find ourselves confronted by a condition heretofore unknown to our organizations. A condition in which the judiciary, without power of statute, have arrogated unto themselves the power by injunction to restrict and hamper the actions of our organizations, and

Whereas, we find them using this arrogated power in an unprecedented manner by intimidating and casting in prison some of the international officers of the various brotherhoods; namely, of the United Smel-

ter and Mine Workers and Building Trades, and

Whereas, these judicious servants of the master class boldly threatened the international officers of the Big Four Brotherhoods with incarceration in a Federal prison if they issued a call to strike, thereby disorganizing all the preparations made by said organizations for nation-wide strike, placing the whole Railway Department of the American Federation of Labor, as well as the Big Four Brotherhoods, in a most contemptuous and dishonorable position in the eyes of the labor movement in general. We believe in respect to our officers, believing that it is not just that they should shoulder all the responsibility of directing our organization in its struggle for better conditions under which we must work, only to face a prison sentence if they stand loyally by their oath of office and send out the call to strike. Therefore, with sincerest motives and realizing the seriousness of so radical a change, we believe it justifiable to the ends desired. If these amendments be adopted we further recommend

that all strike votes thereafter printed shall read as follows:

"If our representatives are unable to make satisfactory settlement of all grievances coming under the jurisdiction of this ballot on or before _____ day of _____ we declare all the shops and industries covered by this ballot unfair to organized labor."

It is then understood that immediately after the date stipulated on ballot the shop will be unfair to organized labor, and every man, by his own vote, has called himself out on strike, thereby taking the responsibility of calling the strike off the shoulders of the leaders and placing it on every individual affected.

Therefore, Be It Resolved: Should these amendments be adopted by the membership that the Executive Council be, and is herein instructed, to use their influence and any power that may be invested in them to adopt this method in the Railway Department of the American Federation of Labor.

Adopted by Lodge No. 179, meeting January 4, 1922. H. Shaffroth, Secretary.

International Officers' and Organizers' Reports

REPORT OF INTERNATIONAL VICE-PRESIDENT NOLAN.

Salisbury, N. C.

I submit the following report in connection with affairs of the International Brotherhood and my work as per instructions from Headquarters during the month of February, 1922, and I am much pleased to report that conditions in the Southeast in the railroad shops look more favorable for the employment of our members as many of the shops that I have visited I have been informed that most of the Boiler Makers have been called back to work, and trust that conditions will continue to improve right along until every member of our organization has steady employment in the future under fair working conditions such as we have had in the past and without interference from a few pin head railroad executives that never knew the mechanical end of the railroad game nor never will in the successful operation of a system of railroad.

On February 1 left Rocky Mount, N. C., for Richmond, Va., in connection with a state boiler inspection bill which was then pending in the legislature of Virginia and referred to a joint committee of both houses for a public hearing. On leaving Rocky Mount, N. C., it was understood and agreed to with the president and secretary of Lodge 239 that I would return to Rocky Mount the following week to attend a regular meeting in order to take up matters that required attention at that time, but later on found it impossible to go there owing to public hearing on state boiler inspection bill postponed

from February 7 to the 9th, while later on was compelled to leave for Macon, Ga., and other points south, which prevented me in making good my promise to attend a regular meeting of Lodge 239 on February 9.

On February 9 a public hearing was held between those interested in having a state boiler inspection law in Virginia, and those opposed to any inspection of steam boilers by a state boiler inspection commission. The public hearing referred to above was held before a joint committee of the house and senate and with the following representing the Boiler Makers of Virginia, Brothers Shultz of Lodge 428, Savage of Lodge 57 and Long of Lodge 170; also our legislative representative from Washington, D. C., Brother Davis, and the chairman of the legislative committee of the Virginia State Federation of Labor. Many other lodges in the state took an active part in the interest of a state boiler inspection law, namely, Lodges 369, 238, 298 and 65, but owing to postponement of hearing from February 7 to 9, it was agreed that only those who were to advocate the bill before joint committee would remain, and for that reason the Boiler Makers' committee was reduced to three, namely, Brothers Shultz, Savage and Long.

Hearing before the joint committee in the interest of a state boiler inspection bill was held at the state capitol building on the morning of February 9, with Brothers Shultz, Savage and our national legislature representative, Brother J. N. Davis, advo-

cating the passage of the bill; also the chairman of the legislative committee of the state federation of labor of Virginia and Brother C. E. Kizer, commissioner of the state industrial department of Virginia. All of them made a convincing argument in support of the proposed legislation by presenting facts in connection with boiler explosions that could have been avoided if a proper inspection was made, as well as presenting to joint committee the number of steam boilers in use in the state, also the kind of industries where steam boilers were now in use. Brother Davis presented a number of charts showing the great number of boiler explosions that at least fifty per cent of the accidents would have been avoided if proper inspection was given. Taken as a whole the committee was on their job, good practical Boiler Makers who understood what they were up against and were prepared to prove to the joint committee the absolute necessity of boiler inspection in Virginia in order to protect life and property against boiler explosions.

The big interests as well as companies who insure steam boilers in the state were represented as usual at public hearing on bill by a paid representative who knew nothing whatever as to why the proposed legislation was necessary. In fact, that gentleman when he read the title of bill, and who would have the appointment of state boiler inspectors, his frame of mind became upset at once, and although a judge on the bench at one time he sure lost his sense of equity on that occasion and so expressed himself. He could see nothing good in state boiler inspection as there was no necessity for it, but couldn't give any reasonable explanation unless to try to impress on the joint committee that all corporations and others using steam boilers had them insured and inspected by a competent inspector. Therefore, such legislation was unnecessary. I well remember in 1910 and 1911 during the public hearings on the federal bill to hear the same old bunk by an official of the motive power department of the Pennsylvania Railroad who later on retracted his framed nonsense by admitting his error before a committee of the United States Senate, but when a supposed legal light tries to oppose legislation he knows nothing about or the necessity of it, like our legal friend at Richmond, Va., his opposition becomes a joke from a practical viewpoint against the enactment of needed legislation for the protection of life and property. So far and from information received from Richmond, Va., the state boiler inspection bill has not as yet at this writing been reported out by joint legislative committee, but my information was that there was a possibility of an amended bill reported out. Let us hope so, as a boiler inspection bill has been before the Virginia legislature for many years.

I received a communication from the secretary of Lodge 162 of January 10 in which

he requested the writer to explain in the columns of the Journal why Lodge 162 was sorry, but compelled to return the charter of 162 to the International Secretary-Treasurer, because of the fact that their entire membership was discharged from the Norfolk Navy Yard and all those who were not members of the International Brotherhood were retained. Lodge 162, with the continued efforts of the International President, brought about a most favorable change with the Navy Department in wage and working conditions that could not be accomplished only through the continued efforts of the International. Yet, in the face of that change, there were several who absolutely refused to become members of the International Brotherhood, but were willing to accept improved conditions and wage that were made possible by the efforts of the membership of Local 162 as follows: Raised to a basic rate like other metal trades, extra compensation for tank testing, as well as abolishing the counting system and bonus, also piece work, which was tried to be forced on the chippers and caulkers on several occasions. Yet there were many at the Norfolk Navy Yard working at that trade who realized what Local 162 had done for that class of workmen. Still they failed to become members and played with the boss at every stage of the game, and for their efforts they retained their job. Yet, we find some men who make the claim they are independent Americans, but no man is in a position to make that claim who toils for a living unless he or they associates and works in the interest of a square deal in accordance with merit and justice, and not under a system called efficiency that will sure put the rollers under any employe who fails to line up in the proper way in a government navy yard. Yes, the membership of Local 162 were forced out of business and many have taken withdrawal cards while others have taken clearance cards and in the hope that time will vindicate their efforts in holding conditions that free men might enjoy.

In the latter part of February I left for Macon, Ga., by instructions of the International President and for the purpose of meeting the officers and members of Lodge 12 relative to grievance pending at that time. Reached there on the 22d and had the pleasure of meeting Brothers Williamson, Wallace, Smith and two members of shop committee, Brothers Skinner and O'Hare, also Brother Dunn.

While in Macon attended a regular meeting of Lodge 12, and with a good attendance on that occasion. Brother T. J. Garvey was also present and made quite a long explanatory address of conditions in the Southeast as well as other sections of the country relative to the railroad shop crafts, which was sure appreciated by the members. I must say that present rotten conditions in the railroad shops will in the near future pass away and a few of the rail-

road executives who are causing such an insane policy will pass away with it and to the shades of oblivion never to return to official control of any American railway, for rank failures in business or otherwise hardly ever come back. I desire to thank the officers and members of Lodge 12 for kindness and co-operation in handling the affairs of Lodge 12 during regular meeting and afterwards during my stay there, also

for personal courtesy while at Macon, Ga.

Have, while writing this report, received a communication from Brother Shultz, chairman of the Virginia State Boiler Inspection Committee, in which he informs me that the boiler inspection bill has not been reported out by the joint legislative committee up to and including March 4. I am yours truly and fraternally, Thos. Nolan, I. V. P.

REPORT OF INTERNATIONAL VICE-PRESIDENT JOS. P. RYAN.

Period February 16th to

March 15th, 1922—Inclusive.

Illinois Central Ry. System Assignment.

At the conclusion of my last report in March issue of the Journal the writer was in Paducah, Ky., checking the books of the District Secretary-Treasurer to ascertain the exact standing of all of the 24 affiliated lodges in District Lodge No. 20. With regard to meetings I am pleased to report that Brother McConnell, general chairman District No. 20, and the writer held special meetings with Lodges No. 137, Paducah, Ky.; No. 95, Evansville, Ind.; No. 40, Louisville, Ky.; No. 180, Memphis, Tenn.; No. 88, Jackson, Tenn.; No. 4, Birmingham, Ala.; No. 300, Water Valley, Miss.; No. 56, Vicksburg, Miss., and No. 442, New Orleans, La. We also held federated meetings at Princeton, Ky., Evansville, Ind., Memphis, Tenn., Jackson, Tenn., Water Valley, Miss., Vicksburg, Miss., and met with a committee at Jackson, Miss. In addition thereto we interviewed the men at Baton Rouge, La. Leaving Paducah, Ky., on February 16th our time has been occupied in holding meetings in the aforementioned cities along the Illinois Central Ry System up to date, March 15, 1922. Rule 6 appears to be the chief obstacle with reference to grievances, and it is a general grievance all along the system. I regret to report that Vicksburg, Miss., Lodge No. 56, must be rehabilitated, and I have arranged with the members at Vicksburg to return there in the next few days for that purpose. Work at the trade all along the line is dull, mostly five days per week with a number of our members laid off indefinitely. However, we find all of our local lodges with the one exception mentioned doing fairly well under the circumstances. Matters pertaining to District Lodge No. 20 have been fully explained to each and every local we have visited and I am hopeful of better results in the very near future.

New Orleans, La., Lodge 37 Vs. Employers.

While making necessary arrangements in New Orleans for special meeting with Lodge 442 Brother McConnell and the writer attended a conference meeting of the Metal Trades Council Schedule Committee. We also attended a regular meeting of Lodge 37. It will be news to the readers of our Official Journal to know that the Metal Trades Association of New Orleans, La., are again requesting the various organizations

affiliated with the Metal Trades Council to consider a further wage reduction. The present wage scale is 75 cents for mechanics and 45 cents per hour for helpers. This prospective reduction is to be effective April 1st, 1922. Conference is to begin March 16th. It appears to the writer that any further reduction is out of the question and the future of our membership in the Marine and Contract shops of New Orleans is anything but favorable.

In connection with the request of the employers' association for a further reduction in wages let me add that the wage question is to be the only issue at this time, as the employers have stated to the representatives of the men that they do not desire to discuss or make any other changes in the agreement other than the wage question at this time.

Pending an amicable adjustment of this situation it would be well for all of our traveling members to remain away from New Orleans, La. There is very little employment at this writing. Large numbers of our membership in New Orleans are out of work and no doubt this opportunity has been selected by the New Orleans Metal Trades Association to break down the morale of the men and force a further wage cut owing to the large number of idle mechanics and helpers in this city at this particular time. Another feature of the situation is that this wage cut is proposed in timely accord with similar requests by States Railway Labor Board for further wage reductions in the shop crafts. Hearings on this issue are now going on before railway management before the United said Labor Board in Chicago.

Appreciation and Co-operation.

Having met with the membership of Lodges 284, 133, 518, 164, 363, 399, 150, 224, 10, 426, 681, 137, 95, 40, 180, 88, 4, 300, 56, 582 and 442 in connection with matters pertaining to the welfare of District Lodge 20 and organization matters in general, a total of 21 of the 24 affiliated lodges, I at this time desire to express my appreciation to the membership thereof for their co-operation and support in connection with the visit of Brother McConnell, general chairman District Lodge 20, and the writer in arranging for federation and lodge meetings and for assistance rendered Brother McConnell and the writer in ironing out grievances with the local management of the

Illinois Central and Y. & M. V. Ry. System. Let me ask at this time that we may continue to enjoy your co-operation in all matters pertaining to District Lodge 20 and the International Brotherhood to the end that our members may secure better conditions, safeguard the working rules and wage rates which we now enjoy as a re-

sult of our organized effort and which we can only maintain in the future by united and organized effort through the agency of our International and the Railway Employees Department of the American Federation of Labor. Respectfully and fraternally submitted, Jos. P. Ryan, International Vice-President.

REPORT OF VICE-PRESIDENT McCUTCHAN.

For the Month of February
15th to March 15th, 1922.

Prince Albert, Sask., March 15th, 1922.

At the time of making my last report I was in Port Arthur, and the situation there did not develop as I expected it would, but may do so later. I was, however, successful in securing four applications for reinstatement or initiation at Sioux Lookout, thus making another division point on the Canadian National Railway 100 per cent international.

Returning to Winnipeg on February 22nd, I remained there until March 5th, attending to correspondence and other matters in connection with the organization, and since March 5th, I have been covering the jurisdiction of Lodge No. 600, Saskatoon, where I was called to adjust some of the affairs of this local, which, while not of a serious nature, were sufficiently so to require the writer's attention.

Local and General Happenings in Regard to Labor.

We have again been forcibly reminded (if such a reminder was necessary) through the columns of the daily papers, that the "class struggle" is ever becoming more intensified in all of the industrially developed countries, with the ever present desire on the part of the "privileged class" to force the "working class" to accept a lower standard of living, so that the "privileged class" may exploit them for a greater amount of wealth.

In Great Britain it is a "lock-out" of 300,000 machinists, with a possibility of involving about 800,000 other metal trade workers. In South Africa we read where those participating in the general strike, arising from the primary strike of gold miners, are, in obedience to "their Government," having "bombs" dropped upon them from airplanes, killing and injuring many of them, and in every other way the armed forces of the State are being used against them, in an endeavor to force them to accept a reduction of wages.

No doubt many of these strikers volunteered their lives in the recent war "to make the world safe for democracy," but they, along with many of the workers in other countries, are fast learning that it was in reality a war in an endeavor to "MAKE THE WORLD MORE SAFE FOR CAPITALISM."

Then again we read where the "privileged class" of Belgium have recently announced

that a general reduction of wages must take place for "all" of the workers in that country; no doubt as an appreciation of their, the workers, sacrifices during the war. And then, crossing the ocean to Canada and the United States, where the workers also participated in the "war to make the world more safe for capitalism," the establishing of longer hours and the reduction of wages is becoming so common that in many cases little if any publicity is given to the matter, when it takes place in connection with unorganized workers.

And with the organized we all know what they are attempting to do to the railroad employes, and at present it seems as if a general strike of the bituminous coal miners of Canada and the United States will take place the first of April, to oppose a reduction of wages, and in fact, the destruction of their union, and no doubt we will again witness the use of every State power against the miners—from the "supine judge" to the army with machine guns—for that, in the main, is why the "privileged class" maintain their control over the State—to be used if needed in dropping bombs, etc., if the workers make too great an effort to lighten their oppression.

Yes; but what are we going to do about it? someone asks. Many of us would reply that the thing for the "working class" to do relative to the political field is to support and join those working class political organizations, that the workers themselves are building up in every country in the world, and which have for their purpose the securing of complete political power by and for the working class. By this we don't mean those combinations of "labor" and "old party politicians" who, we are told, are out to elect those candidates "who are the friends of labor." They are all that at election time.

In the industrial field our purpose should be to have every worker an "active" member of his existing labor union, and in addition to that our efforts should be directed towards federating, and better still, complete amalgamation of the kindred craft unions in any industry into one organization for that industry, as, for instance, on the railroads, where we now have sixteen or more craft unions. They should be amalgamated, by an action taken by their respective Grand Lodge conventions, into one organization for the industry.

As the first step in that direction every

member, from the rank and file up to the highest Grand Lodge officer in each organization, should direct their efforts towards the federating of the standard railroad unions, so that they can and will take joint and simultaneous action on such propositions as are now confronting them. This can be done if those who realize the need of such arrangement will get busy and agitate for same at every opportunity.

In addition to the above there is no good reason why the present railroad shop unions should not be amalgamated, and they will be just as soon as the rank and file of the respective organizations let it be known that they desire same, through the medium of their local lodges, official journals and Grand Lodge conventions.

The writer intends to have much to say

through the pages of the Journal in regards to the above subject in the future, but just now he can hear the "editor" say that Mack is taking up too much space.

In conclusion let the slogan of the working class in all countries be "Working Class Political Organization in One Field and a 100% Organization of Active Members in the Labor Unions, in the Industrial Field, With the Eventual Amalgamation of the Craft Unions Into One Organization for Each Industry." It must be apparent to the most stupid that it is most urgently essential that the working class must work out a way, as a class, to obtain more power for their interest, and the above, in the writer's opinion, is the best method to be pursued for that purpose. Yours fraternally, R. C. McCutchan.

Correspondence

DISTRIBUTORS OF INTEREST.

The Illinois State Lodge urges solidarity of the workers of every craft and every calling to elect their friends towards the union movement in the coming election on legislative officers, and the Executive Board wishes to call the attention of the condition being deliberately used by exploiters of labor unions. They are seeking the establishment of a military strike breaking agency, clothed with authority of law in doing that work, armed to the teeth, and responsible to no one, but their military commander, liable for nothing they do, except these exploiting interests engineered and manipulated by a combined industrial commercial and financial interest of the state and Nation, so intending to the purpose of breaking up the American spirit and crushing our labor organizations.

These same forces are seeking to have legislation enacted providing for compulsory arbitration, which in effect would make serfs and slaves of the union workers under the jurisdiction of such laws. It would establish rules worse than of the dark days before modern civilization dawned into the world. These exploiting interests carefully direct their candidates to office with their program of instructions and are informed thoroughly at all times, that they may assume the power of kings through the issuance of injunctions in labor disputes which abrogate all laws and constitutional guarantees granted to the American citizenship, so denying the rights to free assemblage, free press, and free speech.

The state executive council believes that the members of our organization in the different senatorial districts should ask themselves the question whether or not they should want to put such a candidate into office, or if they should support the candidate that is from their own class and in-

tends to represent and promote the interests of the working men.

It is necessary, and up to us to prevent the enactment of the Military Police Bill, and the proposed law providing for compulsory arbitration, the modification of power of judges in the issuing of injunction in labor disputes. And this can all be brought home to the workers if they will organize to maintain and improve these dangers, because we know that the union labor of the state of Illinois can accomplish any reasonable purpose if the majority will come together with their remedy for these conditions and so giving the matter thoughtful consideration.

We must all join together in this effort, joining together in such a manner that your program will mean definite accomplishment. We need certain definite things which calls for co-operation for your present success.

And we hope to know during the next two months that there will be held in the city of Joliet, Ill., the largest group meeting of Boiler Makers and their helpers discussing the various subjects for the program of work that will be necessary and self explanatory of interest and value to the trade unions of Illinois.

Notice—The annual conference will take place in Joliet, Ill., July 5 and 6, 1922, under auspices of the Trades Council of that city. Very truly, Robert Duff, Secretary-Treasurer.

Scranton, Pa.

The regular meeting of Nay Aug Lodge No. 71 was held Thursday evening, February 23, in Workmen's Hall, South Scranton, and the following resolution was adopted:

WHEREAS, The enactment and passage of the federal Prohibition Act has failed to meet with the approval of the general

public throughout the country. While most comprehensive, drastic and summary in its character and scope; effort to enforce same at vast public expense has utterly failed to obtain and secure for it due and proper respect and observance on the part of the people;

Abundant statistics of an unimpeachable nature fully and conclusively demonstrate the fact that the general public is opposed to existing prohibition laws which deprive the people in the natural and customary use and consumption of stimulating beverages;

A general survey of conditions throughout the country suggests a reasonable and liberal modification of prohibition laws which will permit the manufacture, sale and distribution of wholesome beers and light wines; be it

RESOLVED, That we, members of Nay Aug Lodge No. 71 of the International Brotherhood of Boiler Makers, Helpers and Iron Ship Builders of America, in meeting assembled, petition the Honorable Mayor and Councilmen of the city of Scranton, and request that they in turn petition the Congress of the United States of America to amend, annul and modify the existing prohibition laws under their proper powers which will permit the manufacture, sale and distribution of wholesome beers and light wines. Or, that the matter be submitted to the people for a referendum vote; be it further

RESOLVED, That a copy of this resolution be transmitted to each of the following named officials, by the city clerk of the city of Scranton: To the President of the Senate, the Speaker of the House of Representatives and of the United States, Senators of the state of Pennsylvania, to the Representatives in Congress of the Tenth Congressional District of Pennsylvania, and the President of the Association Against Prohibition Amendment, and to our International Editor of the Boiler Makers' Journal, Mr. Casey, for publication in the monthly Journal, with a request for other locals to take action on the existing prohibition laws. Nay Aug Lodge No. 71.

Moline, Ill.

As many of our members who get crippled at our trade, and are unable to work, often seek to engage a lawyer and sue under the common law—and depend upon the same, is wrong, unless the injuries were caused through criminal neglect.

The Compensation Act was designed to prevent, and does prevent, employers from escaping liability for injury to an employe, occasioned in the course of employment. It made the employer liable for a greater number of accidents and injuries. Without the workman's Compensation Act, you might have been able to recover a sum far in excess of the amount that the act gives you, and on the other hand you might not be able to recover any amount at all. But

the right to recover is determined in your favor, and the amount fixed is at its lowest sum, because there is no longer any uncertainty, the employer is now liable for all accidents and injuries, but the employer safeguards himself from damages through engaging common law lawyers.

The last amendment to the workman's Compensation Act involves accidents caused by willful disregard of the statute on safety rules, appliances, etc., and there is no limit to liability, if you are within these provisions.

The proper course to take is to outline and describe the accident to the international office before seeking advice from a lawyer of common law practice. Robert H. Duff.

Los Angeles, Cal.

Dear Sir & Brother —

I have been requested by the Executive Board of Local No. 92 to write you and see if you will please publish the following in the Journal.

To All Local Secretaries and Business Agents.

There is being erected in this city, Los Angeles, Cal., a ten million gas holder by the Bartlett & Hayward people of Baltimore, Md., and there were quite a number of men came out here with this firm, and up to the present time we have been unable to get one man on this job to deposit his card in this local. We have it on good authority that there are brothers on this job who are sending their dues back to the locals they belonged to in the East, and this is one reason why we have been unable to get this firm to pay the scale. The members of Local No. 92 are not making this request for the mere purpose of getting just the dues from these members, but if these members would only deposit their cards here we would know about where we stand, and perhaps could do something with this job. So we therefore ask all secretaries who are receiving dues from members who are in Los Angeles, to find out if they are working on this holder, and if so to make it known to the secretary of Local No. 92.

Thanking you one and all in advance for the above and with best wishes and kindest regards, I remain fraternally yours, D. James Phelan, Secretary and Business Agent Local No. 92.

Seattle, Wash.

I take this opportunity of letting the readers of our Journal, and the various secretaries and friends know the reason of the brevity of my many communications that have recently been answered, and the many personal letters still unanswered.

There is a reason for everything and it would be ungrateful of me if I were not to tell you why of late I have been so brief.

Since the first of the year our organization in Seattle, has been confronted with

annihilation by the forces of destruction. It is not necessary for me to say what those forces are, as you all have had a taste of the grovelling methods of the group who for the past two years have owned and controlled you soul and body and made them fear you as never before, the group that own and control the tools of production have heaped insult on our heads and we have borne it meekly, but sooner or later we will have to sound the ultimatum to those advocates of the American plan.

We have the power if only we would use it and awaken and arouse ourselves to action, but the capitalist will always have the power to dictate hard times so long as we as workers have hard heads, and refuse to keep united in a coherent body. Individually we can accomplish nothing either for ourselves or our fellow men. We have been caught here in Seattle, in an unorganized state, and have to humiliate ourselves by accepting one reduction in wages after another, until the few that have remained loyal to each other have become desperate in their attempt to stop the nefarious intrigue of the notorious bands of brigands, known in Seattle as the Associated Industries.

I know, Mr. Editor, I am rough, but the appalling distress and suffering that I have witnessed in this community amongst the Brotherhood makes me that way. Just as our craft was beginning to see a slight glimmer of a silver lining on the dark cloud, along comes the enemy of humanity, this monster Octopus known as the Associated Industries, and with the eight arms that it is supposed to have, furnished with virulent suckers, has almost crushed our hope.

The General Petroleum Corporation of Los Angeles, Cal., had five tanks to build on Harbor Island plant, and during the latter part of 1921 bids were asked for the erecting of these tanks, and as usual our local contractors put a bid in for this work to be done locally. This has got to be said for the local contractors that they figured the work based on our field scale here, which is 93¢ per hour for Mechanics and 80½¢ for Helpers. The competition was strong, consequently the bids were extremely low, then the General Petroleum Corporation, marveling at the lowness of the figure, presumably had ordered their superintendent of construction to get busy and do the job, claiming that if the Seattle firms could do the work so cheap they might as well have the profit from the Seattle slaves, the corporation having been informed beforehand by the Associated Industries or Chamber of Commerce, that they would have no difficulty in securing all kinds of labor in Seattle to do the job, which was a truthful statement indeed. Taking advantage of this information, their super humane superintendent, Mr. Robert Gracie, left Los Angeles, his satellite, Penton, having gone before to prepare the way for the Judas that was to embark on further en-

slaving the men of his own craft in the revolutionary burg of Seattle, that has gained so much fame from the odious ex-mayor of Seattle, from the Pacific coast to the Atlantic. This man Gracie must have become imbued with the spirit of crushing organized labor by his constant contact with "Ole" in the famous Los Angeles. It is too bad that "Bob" and "Ole" could not be induced to enter Hollywood, and give their services free to the scab moving outfits. They would make an international hit as two of the finest scab herders that the world has ever produced, Padrones of the first class.

In Seattle, Gracie's mode of procedure is this. We have a fink hall which is maintained by the Associated Industries, at 94 Spring St. He visits this joint intermittently and selects his deluded finks and puts them in the Paige car which is always ready to transport the "vermin" through the picket line, then to show his friendliness to his deluded "cancers" he accompanies them home at night on the famous launch named the Iskum. When going through the picket line after leaving the Associated Industries launch he is a spectacle to behold. With head down, surrounded by his recently recruited finks he fears to look his former shop mates in the eye.

By the way, I had nearly forgot to say that the cut in wages this degenerate offered to the boys amounted to the sum of \$1.50 per day without transportation to and from the job, which is about five miles from the center of the city, and leaving the street car the boys have over one mile to walk. You have noted that the scabs get transportation either by auto or launch. They are careful of the Padrone's health at this time so they throw transportation in.

Up to this time there are only a few well known characters that have left the fold and have sold their independence to this scab herder Gracie, and I can't understand why men should desert an ideal cherished and fought for by our forefathers for the past one hundred years. I fear that the mad rush for gain in the past few years that we have lost the true spirit of unionism.

With best wishes and kindest regards to all and let us keep on and educate and organize until we are free men once again and become respected citizens of this great republic that we were only a few short years ago when we were busy making the world safe for democracy. Fraternally yours, Jas. K. McMonnies, Secretary 104.

Fargo, N. D.

Northern Pacific Federation of Railway Employees.

WHEREAS, All indications point to a great struggle in the near future between the allied railroad corporations, reinforced by the great financial interests, and all who benefit by special privilege to bring about the destruction of organized labor on railroads.

WHEREAS, Organized labor will be compelled to use every available means to combat this threatening disaster, which has so far succeeded, to baffle every effort upon the part of organized labor on railroads to maintain its position.

WHEREAS, Many members of organized labor are losing hope manifesting little interest and showing the utmost indifference in the face of this extreme danger and lack of confidence in their power, to resist this vicious unwarranted and un-American assault.

WHEREAS, This weakening in the morale of the men at this time is due mainly to a lack of understanding the acute situation by which they are confronted and the great danger of further wage cuts, and utter rout if they continue to weaken and desert the firing line in this critical hour.

WHEREAS, the work of adjustment relative to all matters at issue between the railroads and employes in general in character affecting all crafts in equal degree as referring to wages, hours, overtime, and rules governing shop practice, thereby making it possible for one general chairman to represent all crafts affiliated with the Railway Employees' Department on each railroad.

WHEREAS, The railroads seem to act in complete accord in submitting matters at issue practically direct to the Labor Board without serious consideration with the general chairman of the employes, leaving this representative to perform other important duties.

WHEREAS, The service of the general chairman can be used to advantage and without extra expense, to the membership in the work, settling grievances for all crafts, educating and instructing the membership in the great work of building a more thorough and efficient organization.

THEREFORE, Be it resolved that the Federation of Railway Employes on the Northern Pacific Railroad earnestly request that the Railways Department of the American Federation of Labor in convention assembled to formulate some plan to the end, that as many general chairmen as possible begin a campaign to visit all railroad terminals, take grievances for all crafts, organize shop craft federations and encourage the members to continue the fight and prepare for the coming struggle.

This resolution was presented to the Federation of Railway Employes by the Boiler Makers, Iron Ship Builders & Helpers, Local No. 706, and unanimously adopted, and secretary instructed to mail copies to W. A. Parranto, president, Northern Pacific System Federation, No. 7, for submission to the convention of the Railway Employes' Department of the A. F. of L. at their next convention and to the editor of the Boiler Makers', Railway Carmen's and Machinists' Journals, for the purpose of having this resolution published in the respective Journals. Respectfully submitted, Harry Hermanson, I. A. M.; John Liljedal, B. of R. Carmen; Wm. J. Olson, B. I. S. B. & H.

Grand Rapids, Mich.

Dear Sir and Brother:

Kindly publish in the next issue of the Journal, the donations of the following subordinate lodges, who have contributed to the "appeal" of Lodge No. 84 for Brother Jas. J. LaBatt, Reg. No. 75498. This will be final list of contributions to our "appeal"

Lodge No. 161—Boone, Iowa	\$5.00
Lodge No. 201—Winona, Minn.	2.00
Lodge No. 300—Water Valley, Miss.	6.00
Lodge No. 507—Atchison, Kans.	2.00
Lodge No. 587—Beaumont, Texas	1.00
Lodge No. 599—Paragould, Ark.	1.00
Lodge No. 677—East Tawas, Mich.	3.70
Lodge No. 708— Fargo, N. Dak.	4.00

Total \$24.70
Last issue 92.10

\$116.80

Local No. 84 wishes to thank all lodges who have contributed to this worthy cause. Thanking you in advance for publishing this final list in the next issue of the Journal, I remain with best wishes, fraternally yours, Fred J. Klumpp, former secretary of Local No. 84.

Huntington, W. Va.

Dear Sir and Brother:

Enclosed please find pieces of poetry composed by Brothers O. Turner and R. C. Holderby, boilermakers, which I was asked to send you for publication in the official journal.

They are made up on a few boilermakers here who made trades in automobiles and nearly all of the members here would like to see them published, so please spare room for them. Thanking you, I beg to remain, yours fraternally, J. B. Bick, Sec. 249.

Jack McClintock, of automobile fame, sold his Paige for two hundred twenty-five and then bought him an Overland seventy-five.

Beamer Stephenson recommended her very high, and told Jack she would naturally fly.

But when Jack got her home the water began to foam, and the engine moan; but Jack was not discouraged until the engine groaned.

But on examination of the various parts he found on the cylinder head defective marks.

By the time Jack realized he was beat—on water and land—he also discovered she was shy a dust pan.

After examining the top and rear, he says: "By golly, I will look over the running gear."

And then, by removing from all four wheels the mud and muck, Jack also noticed that two casings were badly rim-cut.

After Jack had decided he was badly beat, he clumb in the car and raised up the seat.

But instead of tools there lay one big spool that had been layed there so some buyer might be fooled.

Now it does look funny that Jack would spend his money he had worked hard for every hour, for a big old car that had no power.

We will just suggest, and say no more, that Jack buy him a little Overland four.

—O. Turner.

Poor old Beamer, he sure gets sick
When he hears a horn on a Buick Six;
And if he hears a piano, he will stop and cuss

To think he made such an awful muss
When he traded his piano for a jitney bus.

The battery was on the bum,
The starter was broke;
When he tried to crank it, it would sputter and smoke—

But the plugs were good,
And the horn would moan.
He was offered five dollars for the horn alone.

You could hear Beamer coming a mile or more—

His top would rattle, his engine would roar,
The people would jump up and run to the door,

To see what was making the noise galore.
When they'd see what it was, they would only grin,
And say it is just Beamer with his old pile of tin.

Now, from a friend, he borrowed a jack
And told him he would be sure and bring it back—

But he did not do it, I am sorry to say;

If his friend had not gone after it,
It would have been sold the next day.

Now there is the little Overland he sold to Jack—

He's wished time and again he had it back.
The tires were rim-cut and the engine was hollow,

But when he wanted to start it
It did not cost him ten dollars.

Now the old Buick I was talking about,
With the tires so thin and the motor worn out,

The steering wheel broke and the seat wore slick;

He has traded it off for a Saxon Six.

But the boys all say they will run him in the river

If he tries to beat John Carr out of his flivver.

—R. C. Holderby.

Who Is the Public?

Pine Bluff, Ark.

We read in the newspapers most every day of the railroad owners and the workers and wherein the railroad owners do not wish to see the public suffer in case of

a strike of the workers, or by having to pay us such high wages, as they see fit to term it.

Now we railroad shopmen know that the railroad owners do not care a rap for the so-called public. If they did they would furnish a much better car for the public to ride in than most roads are doing at present, and also have their equipment in better shape for the safety of the public. But the question is Who Is the Public? It cannot be these people who ride these trains of the railroads and pay out good money for rotten service, and are being pulled across the country by rotten equipment supposed to be owned by the railroads, which I have my doubts about how much they really own. But we do know that if some of these people, who ride the trains of the railroad companies knew the exact condition of the engine and cars that they would think twice before getting on the company's trains. Now, dear public, do you know, or have you ever given it a thought whether or not the Federal Inspectors put out by the government of the states are on the job inspecting the equipment of the railroad or not?

Well, we in railroad shops know that they are about a thing of the past in some sections of the country. It looks to us like too much velvet being passed around to cover up the dirt. The railroads all over the country laid off thousands of men for the purpose of creating a surplus amount of labor, and to starve out a great number of laboring men in order to make the workers submit to a cut in wages, and so far they have been very successful in this adventure.

The railroads blame the poor laboring man because they cannot earn enough money to pay 6 per cent interest on a lot of watered stock. They should not blame us for watering the stock, as we did not have anything to do with that. The railroad managers did that during government control in order to get Uncle Sam to pay interest on a lot of stock that never did, or never will exist. The railroad owners wish the public to believe that they are in a poor, poverty-stricken condition and wish the public to cry along with them in their distress.

They call the organizations of the men a lot of trusts, and even go so far as to say that we are a public nuisance. Now, dear public, these poor sick railroad companies taught us to organize a long time ago. Yes, years before you and I were born, by pooling their money in Wall street with a lot of banking institutions who own and control the railroads as a whole. If the public can show us a stronger organization than the Wall street bankers, we, as railroad shopmen, would like to know who they are. The Railroad Labor Board has allowed shop mechanics 77 cents per hour, or \$6.16 for eight hours' work, and the companies want the public to believe that it is a crime for a human being to draw such

wages, a mere existence to a man with a family. This same bunch of bankers also control everything we eat and all the clothing we wear, and wish to control our tongues also, but so far they have not been able to do so, even the public that they were so afraid of hurting would like to say something if they knew just who to say it to. We never attach a check to our writings in order to get them printed, therefore we do not get any too much news to the public. Sometimes we find papers who will print our side of the story, and sometimes we don't. That is the reason we have labor papers published, but the public does not belong to labor, we take it, so they do not get much of our side of the story. In fact, we don't know exactly who the railroads have reference to, as they favor no one but themselves, so we are in doubt just who the public is.

They talk about us getting big wages. How many railroad presidents would trade places with President Harding? I dare say you will find very few who would be willing to do so. The President of the United States has a job and the railroad president has a position, that's the reason why. President Harding only gets a regular pay envelope compared to a railroad president's salary, and they still want the fair-minded people of this whole world to believe that they are not getting by, and we, the productive end of the railroads, they say, are the cause of all the trouble. If the railroads are not earning enough to get by we of the shopmen would like to suggest that the railroad get rid of a few hundred of those high salaried lounge lizards and quit pleading poverty, as the public which they refer to so much is getting wise to them, and we believe they have got about all they can stand of this kind of railroad-ing and will be saying a few things too, which will not sound any too nice either.

We read from time to time of a reduction of freight rates. Who is going to get the benefit of these reductions? It surely is not the railroad shopman, as his wages have been reduced in advance as is always the case, except when we happen to get a raise, and that is after living has ad-

vanced months ahead of the increase in wages. We, as shopmen, do hope that the public that the railroads refer to is not so ignorant as to believe the railroads are not making money enough to pay us workmen a fair and just wage. Oh, I am about to forget; Who Is the Public? Please be so kind as to tell us; we would like to know. Dave, A Shopman.

Sedalia, Mo.

Dear Sir and Brother:

Will you please publish the following item in the next issue of the Boilermakers' Journal.

The Boilermakers Auxiliary, Goldenrod Lodge No. 18, met in Tillberry's Hall on the evening of February 14th, 1922, and entertained their husbands with music and various games, after which they gave a banquet, serving approximately forty guests with a very pleasing menu.

The evening was very happily spent and closed with a hearty invitation for the presence of all members at the next meeting. Reporter, Miss Permetia Fowler.

San Pedro, Cal.

Dear Sir and Brother:

Would like to have the following inserted in next issue of Journal.

On Wednesday evening, February 21, Seaside Local 285 of San Pedro, Cal., entertained its members and their families with a social and dance at the Point Firmin Library, San Pedro, Cal. The evening was enjoyed by all who attended and there was quite a large crowd. Brother and Mrs. K. S. Wallace won a handsome cut glass fruit bowl and a large "cherry tree cake" which was greatly appreciated by the recipients. Our steadfast Brother Wm. Shauteau gave a very interesting talk on labor and its objects, which was followed by an address by Brother Jack Perry, a brother well known by all old-timers, and a very interesting talker. Dancing was enjoyed by those who indulge in the light fantastic until a late hour. K. S. Wallace, Sec.-Treas.

York, Pa.

Dear Sir and Brother:

Kindly publish in the next issue of the Journal the donations of the following subordinate lodges who have contributed to the appeal of Local No. 295 for Geo. Bortzfield,

Reg. No. 219307. Local No. 295 wishes to thank all lodges who have contributed to this brother. Thanking you in advance for publishing this list in the next issue of the Journal, I remain, yours fraternally, J. Blair Shellenberger, C. S.

Local.	Amount.
123 Livingston, Mont.	\$ 5.00
171 Eagle Grove, Ia.	2.00
510 Minneapolis, Minn.	5.00
193 Baltimore, Md.	2.00
199 Horton, Kan.	1.00
719 Detroit, Mich.	5.00
21 Temple, Tex.	5.00
286 Fort Scott, Kan.	1.00
60 Peoria, Ill.	2.00
58 Raton, N. Mex.	5.00
606 Mowbridge, S. D.	2.00
428 Norfolk, Va.	5.00
139 Dayton, Ohio	1.00

Local.	Amount.
189 Crestline, Ohio	2.00
90 Mt. Washington Mo.	2.00
111 Missoula, Mont.	2.00
575 Villa Grove, Ill.	2.50
348 Covington, Ky.	1.00
100 Marshall, Tex.	2.50
450 Washington, D. C.	2.95
713 Breckenridge, Minn.	1.00
47 Des Moines, Ia.	5.00
62 Ft. Madison, Ia.	5.00
11 Minneapolis, Minn.	1.00

Local.	Amount.
105 Cincinnati, Ohio.	2.50
340 Herington, Kan.	2.00
161 Boone, Ia.	5.00
669 Tracey, Cal.	1.00
602 Gt. Falls, Mont.	2.50
355 Coaneaut, O.	3.00
507 Atchison, Kan.	2.00
708 Fargo, N. D.	4.00
52 Pocatello, Ida.	2.00
735 Hugo, Okla.	2.50
749 Tremont, Neb.	3.00
Total	\$97.45

Oklahoma City, Okla.

St. Peter and the Scab.

St. Peter stood guard at the golden gate,
 With solemn mien and air sedate,
 When up at the top of the golden stair
 A shrouded figure ascended there,
 Applied for admission; he came and stood
 Before St. Peter, so great and good,
 In hope the City of Peace to win
 And asked St. Peter to let him in.

St. Peter said, with a gleam in his eye,
 "Who is tending this gate, sir, you or I?
 I've heard of you and your gift of gab;
 You are what is known on earth as a scab."
 Thereupon he rose in his stature tall
 And pressed a button upon the wall,
 And said to the Imp, who answered the bell,
 "Escort this fellow around to Hell."

"Tell Satan to give him a seat alone
 On a red-hot griddle up near the throne;
 But, say, e'en the Devil can't stand the
 smell

Of a cooking scab on a griddle in Hell.
 It would cause a revolt, a strike, I know,
 If I sent you down to the Imps below.
 Go back to your master on Earth and tell
 That they don't even want a scab in Hell."
 —Sent in by John E. Gallamore.

Salt Lake City, Uath.

Dear Sir and Brother:

At our meeting March 14th, action was taken on a contract shop, The Salt Lake Boiler and Sheet Iron Works, to place the shop unfair, as they had made a verbal agreement to this local some months ago, that they would employ our men and let the scabs go, but he has refused to do so now, and says he will not employ any of our men, thereby taking work from other union shops under the pretense of being fair to union labor. Yours fraternally, D. Cherrington.

Pittsburgh, Pa.

A card of appreciation to Boilermakers union, local No. 154—We wish to express to each individual member our heartfelt appreciation of floral tribute tendered and the sympathies expressed by them at the services of our late deceased brother, Martin Joyce. Mrs. Frank Teffney, Miss Delia Yyons.

Camden, N. J.

Dear Sir and Brother:

Please publish in next issue of Journal that we, the officers and members of Local 714, wish to extend our thanks to Brother T. J. Cavan, international representative, for the good service he rendered in getting Local 714 100 per cent organized again. Now brothers put your shoulder to the wheel and make this a banner year, and come out and attend your meetings regularly, and it will make a good feeling to all brothers. Yours fraternally, R. Burns, Sec.

Philadelphia, Pa.

Dear Sir and Brother:

I would thank you very kindly if you can have my husband's name remembered to his many friends and brothers throughout the country in the Journal, as Brother James J. O'Neill died October 29th, 1921, better known as Sport, as he was a first-class boilermaker and first-class union man for thirty years, and he was born in Milwaukee, Wis., and I would like his many friends and brothers to know of his death, as he was a member of Local 341 and I will be very thankful to you if you can find a space in the next month's Journal, as I have followed up the issues since November and have not traced it yet, as he was a hard fighter for the union. I received \$150.00, but I would like to see his name remembered. Respectfully, Mrs. James O'Neill.

Foreign Correspondence

Newcastle, February 14th, 1922.

Dear Sir and Brother:

I have to acknowledge receipt of Vol. 32 and 33 of the Boilermakers' Journal, for which please accept my best thanks.

I have also received copies of the December, 1921, and January, 1922, Journal, and was much taken up with the illustrations of your new headquarters building. The appointments therein appear to be very fine, and your executive is to be congratulated upon their foresight in taking over a proposition of this character.

I regret to say that trade conditions have not improved since my last letter to you and we have many hundreds of our members unemployed throughout the Commonwealth. The Prime Minister is convening

a conference of organized labor and of employers' associations to be held in Melbourne at an early date for the purpose of discussing the present economic conditions. All our largest newspapers keep on reiterating the necessity of wage reductions in order to reduce production costs to such a figure as will enable local manufacturers to compete with foreign countries, and naturally organized labor is doing its best to prevent this being put into effect. How far the proposed conference will be able to solve these world-wide problems remains to be seen.

Trusting that trade conditions are improving at your end and with best wishes to yourself and brother officers. Yours fraternally, J. O'Toole, General Secretary.

In Memoriam

The following deaths of members and their relatives have been received with suitable resolutions of sympathy:

Members.

Brother J. D. McNevens, member of Lodge 10, Indianapolis, Ind., died recently.

Brother Jacob Kruczek, member of Lodge 588, Chicago, Ill., died February 18th.

Brother Jas. E. Mitchell, member of Lodge 568, Tacoma, Wash., died recently.

Brother Frank Keles, member of Lodge 416, Cleveland, O., died December 29th, 1921.

Brother Martin Joyce, member of Lodge 154, Pittsburgh, Pa., died February 12th.

Brother Chas. A. Ackerman, member of Lodge 540, Dennison, O., died February 4th.

Brother Geo. Miller, member of Lodge 7, Buffalo, N. Y., died recently.

Brother Philip Meyers, member of Lodge 7, Buffalo, N. Y., died recently.

Brother Andrew Griener, member of Lodge 721, Mandan, N. D., died recently.

Brother C. W. Murray, member of Lodge 314, Manly, Ia., died recently.

Brother Ernest Velasco, member of Lodge 663, Omaha, Neb., died recently.

Brother N. Kling, member of Lodge 232, San Bernardino, Cal., died recently.

Brother James J. O'Neill, member of Lodge 341, Philadelphia, died October 29th, 1921.

Relatives of Members.

Mrs. Cora Lund, wife of Brother F. E. Lund, of Lodge 384, Peru, Ind.

Wife of Brother James Purcelle, of Lodge 324, Wabash, Ind.

Wife of Brother Henry C. Caver, of Lodge 108, Augusta, Ga.

Mother of Brother Dewitt Campbell, of Lodge 615, Syracuse, N. Y.

Mother and father of Brother J. S. Malone, of Lodge 615, Syracuse, N. Y.

Daughter of Brother Geo. Morgan, of Lodge 139, Dayton, O.

Daughter of Brother Geo. Bennett, of Lodge 232, San Bernardino, Cal.

Daughter of Brother Pat McGee, of Lodge 117, DeSota, Mo.

Ed McInnis, brother of Brother D. J. McInnis, of Lodge 232, San Bernardino, Cal.

In the Cause of Safety

THE EFFECT OF DISCIPLINE IN SAFE OPERATION ON M. & ST. L.

(By Mr. C. B. Rogers, Master Mechanic, Cedar Lake, Minneapolis.)

"Discipline and Safety First"—surely much could be said on such a subject.

Was there ever anything worth while accomplished, especially on a large scale, without discipline?

Imagine, if you can, an army victorious without it. No one in full possession of his senses would ever lend his aid or put his trust in an organization, of whatever nature, minus discipline and training. No country would be safe in such an existence for even 24 hours, for if not molested immediately from without, it soon would be from within its own borders and its own ranks. Lack of discipline carried far enough means anarchy, or freedom to do as one pleases without regard for law or other people's feelings.

Whatever else may be said of the German Army Corps of 1914-15-16, everyone admits it was a marvelous organization and its success during those first years was entirely due to discipline, and because of that discipline there was a wide margin of safety. Nothing was overlooked for safety, even to the color of uniforms. Each individual soldier knew months before mobilization just what he was to do when the call

came. It has been said that as the family so the State and Nation will be, or eventually become. If discipline is necessary for the family, community, State and Nation, it, of course, must be applied to enterprises and as railroads are these, then our own line comes under the heading and all must agree that discipline is very, very essential but it must be of the right kind if it is to accomplish what we are after, namely, SUCCESS, and the other half of the title of this paper. SAFETY. Safety for employes, safety for the traveling public and safety for property. I think I am safe in saying no man here would wish to serve on any line where the individual was given a free hand unrestrained and allowed to go as he pleased. A real havoc would result and very quickly we would find ourselves out of employment for the simple reason that no sane person would travel over our line, neither would he ship freight. So we must understand that Safety and Discipline go hand in hand and one assuredly cannot exist without the other. Discipline carried out to the letter, I believe, would almost wipe out completely accidents of many descriptions. Failure to religiously regard instructions and rules inevitably leads to disaster. It may be long delayed but I think

no man in this room but who can recall personal experiences where his or another employe's lack of obedience had caused disaster of more or less magnitude.

It remains then to say just how we can administer discipline so as to get the results we so much wish for. I think we will agree that no hard and fast rule can be used, for what will do for one individual will be disastrous for some others. Personally, I think we must study the personality of those in the service and deal with them accordingly. I have known men, first class, that have become mediocre through constant fear of criticism and censure and some who have become nervous wrecks from fear of losing their position. We should be absolutely sure of our ground before administering punishment; perhaps sleep over it until we have studied from all angles that case before us. Having made up our mind to what is right—stick to it. Never, however, be unwilling to reverse decisions when shown that we were in the wrong. I have known, in my experience, men in official positions who have been rigid disciplinarians and others who have been rather lax. There is a happy medium and a manner that I am sure will carry us through and get for us what we are aiming for, cheerful obedience and as a result a wonderful decrease not only in personal injuries but accidents of all descriptions. It should not be the fear of punishment that keeps us going right; that would not do at all and is certainly not the proper spirit. We should have a certain pride in our work, whatever that work may be, that would assure our putting forth every effort to do our very best and in so doing we would be helping to bring about just what this Safety movement calls for—Safe railroading, accidents reduced to the minimum and punishment administered but rarely."

LOUISVILLE & NASHVILLE R. R. CO.

Office of the Supervisor of Safety.

Louisville, Ky.

Responsibility for Accidents.

The one purpose of this Department is to educate the human individual to so conduct himself as to make safe his daily occupation, but this is the one idea that should be implanted in your mind; it is not upon the rank-and-file employe that the duty of

his own safety and that of his fellow employes entirely rests. He is responsible just so far as his instructions and his training and understanding make him responsible.

The new employe usually does not understand the system of the plant, nature of the work, and the equipment that he must use. As the result of this he is nervous and the one to whom he is responsible should fill the need of a friend, giving counsel, and thus help him protect himself from injury. The employer should change places with the new employe, looking at the position from that angle and apply the "Golden Rule" (Do unto others as you would have them do unto you).

In the education of the workman the foreman is the keynote to the problem. He is about 75 per cent of the plant as far as the workman is concerned, and it is within his power to make or break the plant. Everything depends upon the attitude of the foreman. Safety cannot be separated from Production, Efficiency and Leadership.

Concentration is the means to eliminating dangerous practices. If you will make up your mind that you are going to put a stop to unsafe practices on the part of your men and not only tell them, but show them the SAFE way, you will seldom, if ever, have an accident and will, thereby, increase the efficiency of your organization; save the Company needless expense and conserve the human material which the Company has intrusted to your careful supervision just as the care of engines, cars, machinery, tools, etc., are intrusted to your care.

Many persons are injured due to ignorance of certain common unsafe practices and others because of indifference as to the consequences. In your capacity you should readily discern the underlying causes and can eliminate them with little effort in the right direction. Serious consequences often result from little injuries and your one aim should be to eliminate the CAUSE, regardless of the seriousness of injuries which occur.

Effective with the New Year let us all turn over a "New Leaf" and make a resolution that we will apply the "Golden Rule" with the idea in mind to reduce personal injury accidents.

R. L. PILLING,
Supervisor of Safety.

Co-Operation

WORKERS' CO-OPERATIVE STORES PROSPER.

Despite uncertain prices and industrial depression during the past year, many workers' co-operative stores throughout the country report a sound and successful business for 1921. The Cotter (Ark.) Co-opera-

tive Store, owned by railroad men and farmers, has had a business of approximately \$43,000 for the last six months of the year on which the co-operators saved a profit of \$4,808 besides paying off their entire in-

debtedness on store and fixtures. The B. of L. E. Co-operative Association of Florence, S. C., reports sales of \$48,380 for the last half of the year, on which the co-operators made a gross profit of \$1,750 and a net saving of \$4,450, after paying all expenses and allowing for depreciation of store and fixtures. The three largest workers' co-operatives in Berks County, Pennsylvania, show a net profit for the year totaling over \$12,600, while the smaller co-operatives of the county, including the co-operative printing plant, have saved over \$10,000 more for the workers.

These and similar figures from all sections of the country indicate that the workers have the brains to run their own business whenever they set themselves seriously to the task. Such successes are especially interesting in view of the fact that the last year has recorded more private business

failures than have occurred since the panic of 1893. Overcapitalized and speculative concerns have crashed to the wall because they could no longer reap the easy fortunes made during the war. To be sure, many co-operative stores have also suffered from the common business depression, yet they have had the advantage of being honestly capitalized, working for service, not profit, and are not encumbered with high salaried officers and other expensive decorations. For these reasons co-operative stores that are honestly and efficiently managed are showing a profit where private concerns have failed.

Talk about the soundness of private business. Reports show that the month of January, 1922, hung up a record for business failures that has not been equaled in seven years. Co-operatives could not do worse. Most of them are doing better.

WESTERN CO-OPERATORS HOLD CONGRESS IN DES MOINES.

Several hundred representative farmers from all sections of Iowa, Missouri, Nebraska, North and South Dakota, Minnesota and Wisconsin gathered in an American Co-operators' Congress at Des Moines February 14th to 16th, to form a closer union between the farmers' co-operative societies of the western states and to promote greater efficiency by extending mutual aid whenever possible. The delegates at the congress represented the Farmers Union, the American Society of Equity, Equity Co-operative Exchange, the Missouri Farm Clubs, and progressive Farm Bureau Federations. A remarkable spirit of unity and true co-opera-

tion pervaded all the sessions of the congress.

The main interest of the congress lay in a solution of the farmers' credit needs by means of co-operative banking. Dr. Fred-eric C. Howe, the eminent authority on co-operative credits and peoples' banks, addressed the congress and later conferred with farm and labor leaders, who are eager to inaugurate a producers' co-operative bank in Des Moines. The congress adopted a resolution pledging its co-operation to the national program of the All-American Co-operative Commission, and made plans for a similar congress to be held next year.

BOARD OF TRADE PROSPERS WHILE FARMERS GO BANKRUPT.

The annual report of President Joseph P. Griffin of the Chicago Board of Trade shows that in spite of very heavy expenses the past year, the board's 1921 surplus is the largest in its history, almost doubling its profits for the preceding year.

This is extremely interesting information in view of the fact that hundreds of thousands of farmers are going bankrupt, and grain prices are not sufficient to cover the cost of production. The job of "marketing

the farmers' grain" is extremely profitable for the boards of trade, the railroads, and in fact everybody except the farmers and the ultimate consumers. The western farmers are at last organizing their own co-operative marketing agencies, but the consumers lag behind in the founding of co-operative stores and co-operative bakeries to bring the wheat to their tables without paying heavy tribute to parasite middlemen.

HOUSING PROBLEM SOLVED BY CO-OPERATIVE HOME BUILDING.

The United States Bureau of the Census announces that 54 per cent of American families live in rented rooms and houses. Squalid tenements are already disgracing our larger cities and creating serious social and moral problems for our children to solve. Dr. Roy C. Copeland, Health Commissioner of New York City, asserts that fully 1,000 tenement houses sheltering over 100,000 people of that city are utterly unfit for human beings to occupy; while the Lockwood-Untermeyer investigation shows that the men who ought to be building homes for people are filling their pockets with exorbitant graft money. The poorer paid city workers are rapidly approaching the

condition of slaves who eat and sleep in barracks in which they do not own a single brick. According to a report just submitted to the Secretary of Commerce, there is now a shortage of 1,200,000 homes in the country. The American farmers are also ceasing to be home-owners; over one-half the farmers are classified by the census as tenants, and many of the remainder have their homes mortgaged to the hilt.

Our system of leaving it to the real estate operators, big contractors, and land speculators to provide homes for the people has utterly broken down. The workers of Europe have grappled with this same problem, and have solved it by means of

co-operative home-building. The story of their achievements is almost beyond belief. Through their home-building societies and their co-operative banks and stores they have provided themselves with beautiful apartments and homes at a rental as low as one week's wages for a whole year's rent! In the February issue of *Review of Reviews* Agnes Dyer Warbasse, who recently visited ten countries of Europe in the interest of co-operation, tells the remarkable story of how European workers have become their own landlords. The finest apartments in Copenhagen, the capital of Denmark, are those built by the Workers' Co-operative Building Society, with capital advanced by the Danish Co-operative Bank. On the outskirts of the same city are two model suburbs, constituted wholly of workers' homes built co-operatively for service and not for profit. Indeed, the efficiency of the co-operative home-builders has driven the private contractors out of business. Every home and apartment in Copenhagen is now erected either by the co-operators or by the municipality. The co-operators

have reduced costs to the minimum by owning their own brick factories, cement works, lumber mills and paint factories, and purchase only the best of lumber from the Swedish Producers' Co-operative.

Throughout the big cities of Germany the best apartments are being erected by the workers' co-operative societies. Here, too, a year's rent can be had for about a week's wage, despite the low value of the mark. On the outskirts of Berlin there are several workers' co-operative colonies, one with 210 model homes. In Dresden the co-operators are now putting up apartments at a cost of a half billion marks, financed by the funds of their co-operative societies, assisted by interest free loans from the government. The Swiss co-operators have gone farthest of all, for in addition to co-operative apartments and individual homes, they have founded a whole village, Preidorf, in which every home has been erected co-operatively.

If European workers can build such homes co-operatively, why cannot we?

NEW IRISH STATE CHECKS PROFITEERS BY DIRECT TRADING.

The Minister of Trade of the Irish Free State announces the formation of anti-profiteer committees in each town and city "where it is decided by a committee that profiteering is being carried on." These anti-profiteer committees are to arrange with representatives of the farmers of the district for the direct sale of meat, milk and other food necessities to the public. They may either leave the distribution of these foods to the dealers whose prices they accept as reasonable, and who guarantee to maintain prices at the lowest possible levels; or else the municipalities themselves are to distribute foodstuffs to the public, either through municipal stores, or through

co-operative consumers' societies, which they are empowered to form. The local direct trading committees are also urged to pool the coal needs of as many consumers as possible and buy direct from the mines at wholesale prices.

The Irish farmers, who have organized strong co-operative groups with the aid of Sir Horace Plunkett and the Irish Agricultural Organization Society, are offering to sell their products direct to the municipalities and to the co-operative stores, so as to cut out the middlemen entirely.

If direct trading and co-operation can stop profiteering in Ireland, why not in America?

News of General Interest

"CAMP ROOSEVELT—BUILDER OF BOYS."

Men and women interested in that increasingly important study, the "American Boy," will find amazingly new features in this training at Camp Roosevelt, the national educational-training encampment for boys conducted by the Chicago board of education.

Camp Roosevelt is perhaps the only camp in the country today which combines the utilities of a board of education, the war department of the U. S. government, and of physical training experts. Peter A. Mortenson, superintendent of schools of Chicago, is keenly interested in the development of boys as brought forth at Camp Roosevelt. To give all possible aid to the project, he has made the camp an auxiliary of the Chi-

cago summer schools, and credits obtained in the camp summer school are honored on the same basis as in the other Chicago summer schools. An expert corps of teachers and athletic coaches direct the academic and physical instruction.

The camp has been made possible by the public spirit of citizens of Chicago, who yearly contribute thousands of dollars to the enterprise, which is far from self-supporting, owing to the extremely low charge for each boy who enjoys the privileges of the camp, including board, drilling, sports, and tent sleeping accommodations. The low price is maintained in order that people in moderate circumstances can afford to send their sons to the camp, where they



Athletic Sports, Camp Roosevelt.

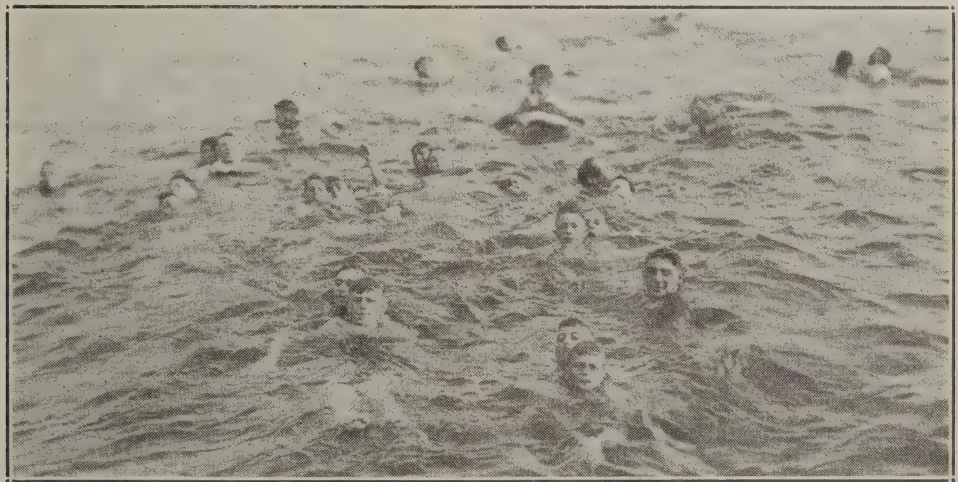
may secure wholesome training, splendid air, and good, well-cooked food, in addition to a real vacation.

The government is also interested in the project, and has supplied army tents, arms, mess equipment, etc., and given its moral support.

From the first call at 6:45 a. m., down

tired, healthy boy, wooed to slumber by the gentle breezes of the night.

This vast enterprise could not be other than a successful venture, having as it has a man of such sterling qualities of leadership and ability as Major Beals at its head. The life-work of Major Beals is to make the American boy a better future man. Oc-



Swimming at Camp Roosevelt.

through the day until taps is sounded at 9:30 p. m., the time of each boy is fully accounted for, and the boy is aware of the accounting. He has his time for drill, his time for play, his time for mess, and for athletics, and his time for study. There are swimming classes, athletics of various kinds, band concerts, moving picture shows, programs at the Y. M. C. A. hut, special drills, reviews and parades. All day long there is something to demand the interested attention of every boy, giving very little time for idle opportunity of mischief. Night-fall finds every boy ready for the sound and dreamless sleep that can come only to the

cupping as he does the position of professor of military science and tactics and supervisor of physical education in the Chicago high schools, he has plenty of opportunity to make a thorough study of boys and boy psychology throughout the year.

Because of its philanthropic nature, such splendid organizations as the Y. M. C. A., the U. S. war department, the American Red Cross, and like national institutions, contribute liberally toward the support of the camp.

The season is divided into two periods of three weeks each. Boys may attend either



At Play at Camp Roosevelt.

one, or both, of these periods, the first of which begins on July 5. Applications will be accepted at the Chicago Board of Education, 460 South State Street, under whose auspices the camp is being conducted, with Major Beals in direct command.

Parents who have the best interests of their growing sons at heart should investigate the Camp Roosevelt plan, and support it to the fullest extent. It is founded on the principles of Democracy, in the interests of the American Boy.

SOME INSIDE DOPE ON THE "FARM BUREAU" MOVEMENT AS DISCLOSED BY THE FARMERS' NATIONAL COUNCIL.

President McDougall of Chicago Board of Trade Admits Board's Gift of \$100,000 to the Farm Bureaus.

Mr. Robert McDougall, president of the Chicago Board of Trade, made a speech on Wednesday, January 25. The news release given out by the department of agriculture, quoted him as saying: "The Board of Trade looks on the farm bureau movement as the greatest forward step taken by American agriculture in the last forty years." The news story, however, did not contain the statement by Mr. McDougall that the boards of trade have contributed \$100,000 to the farm bureaus. Perhaps he did not have this in his first draft of his speech, but got real "het up" when he saw the representatives of big business before him masquerading as farmers—for the stenographic report of his speech contains the following statement of vital interest to every farmer in America:

"The first farm bureau in the United States—Broome County, New York—recently celebrated its tenth birthday, and the speaker of the day pointed out how the financial co-operation of the Chicago Board of Trade with the agricultural interests, initiated this movement successfully and put it on its feet. In this way the crop movement committee of the board of trade was a sort of grandfather to the farm bureau movement. A cash grant of one thousand dollars was made to each of the first hundred farm bureaus formed, beginning with the one in New York state, and spreading

to Iowa and other middle western states. The board of trade took no part in controlling the farm bureau, shaping its policies, or keeping any strings tied to it of any kind. I point with pleasure to this farm bureau movement, not so much because of our financial investment in it, but because of the vision which was back of our activities."

Maybe President McDougall was like President Harding of the United States. As our readers remember, President Harding did not, in his prepared address, have any crack at the farm "bloc," but he, too, may have been inspired by the unfarmlike character of most of his audience.

It is interesting, indeed, to think of the Chicago Board of Trade as grandfather to the farm bureau movement to the tune of \$100,000. How much stronger the tune was we probably will never know, but it keeps up the suspicion which will not be downed as long as the farm bureau continues its present policy of playing the interests which robbed the farmers. Certainly the "vision" of the Chicago Board of Trade in making this financial investment was marvelous, and we are told on good authority that where a man's treasure is, there his heart will be also. The record of the American Farm Bureau Federation shows that this gift of \$100,000 to the Farm Bureaus,

made by the Chicago Board of Trade, was one of the best investments which that shrewd bunch of investors ever made. It was probably bread cast upon the waters, but it has come back in endorsement of the guaranteed dividend to the railroads, since there is a community of interest among the exploiters. It has come rolling back on the waves in the opposition which the farm bureau made to any real packer

control legislation, and in many other ways; but how long are the farmers crushed by the big financial interests going to permit the leaders of farm organizations to continue the system which exploits farmers because of big contributions from the interests against which the farmers are organized to protect themselves? This is a question for every member of state farm bureaus to answer.

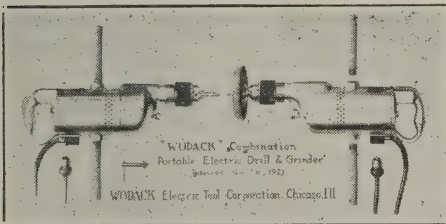
A NEW COMBINATION PORTABLE ELECTRIC DRILL AND GRINDER.

The accompanying cut shows a combination electric drill and grinder, recently put on the market by the Wodack Electric Tool Corporation of Chicago. Here is what they claim for it:

This new tool fills a long felt want in

fully accomplished.

Our combination tool can be used for drilling holes in metal or wood, and when used with grinding wheel attachment, will cover the average requirements for grinding. It has a drilling capacity of $\frac{1}{8}$ inch to $\frac{5}{8}$ inch in steel, and when used as a grinder carries a $6\frac{3}{4}$ -inch grinding wheel. Two separate speeds are provided, the slow speed for drilling and the high speed for grinding. The complete weight of the tool is but 18 pounds, while the motor develops $\frac{1}{2}$ horse power under load. In addition, this tool is fitted with the switch located in the top handle, of the quick-make-and-break automatic-stop type, which insures the operator of having the tool under control at all times. Aluminum castings and ball bearings are used throughout. The tool is very simple in construction, yet so rugged to withstand the hard service a tool of this kind is frequently subjected to. The motor is of the Universal type, consequently can be operated on both direct and alternating current of the same voltage. The speed change is a very simple operation, as is the operation of changing the grinding wheel attachment in place of drill bit, or vice versa.



A Combination Electric Drill and Grinder.

those shops and factories where hand drilling and grinding operations are performed, yet not enough of either to warrant the purchase of two separate machines. Hence, in designing this tool it was necessary to so construct it that by the use of one motor it would have the desirable speed for drilling as well as the proper speed for grinding, which, thus far, has not been success-

LABOR BOARD ISSUES ORDER IN REFERENCE TO ERIE R. R. CONTRACTING WORK.

Erie Railroad vs. Federated Shop Crafts,
Dockets 1204, 1205 and 1206.
Order.

Since the hearing of the cases styled and docketed as above information has come to the Railroad Labor Board that the Erie Railroad, without awaiting the decision of the board upon said contract cases, has entered into a further contract, by virtue of which a large part, possibly all of the shops of the entire Erie system, have been contracted to a newly incorporated company, called the Meadville Machinery Company.

Public announcement is made of the fact that the officers of the Meadville Machinery Company are the recent officials of the Erie Railroad.

The principal question involved in the above styled cases is whether or not the employees of the contractors whose contracts are involved in Dockets 1204, 1205 and 1206, are in law and in fact the employees of the Erie Railroad Company, and therefore still subject to the rules, working conditions and wages established by the orders of this

board, pursuant to the provision of the Transportation Act.

Said contract system having been extended so as to embrace many other shops on the road, and the board desiring fuller information as to the contracts involved in the above dockets, it becomes the duty of the board, upon its own motion, to investigate the facts surrounding this alleged contract of the carrier with the Meadville Machinery Company, and to take further proof in Dockets 1204, 1205 and 1206.

The board therefore, on this, the 16th day of March, 1922, orders:

(1) That, Dockets 1204, 1205 and 1206 be re-opened for the purpose of taking additional proof as to the issues involved in said cases:

(2) That, under the general authority conferred upon the board, under the Transportation Act, and, particularly under Section 308, sub-division 3, and Sections 310 and 311 of said Act, a thorough investigation be made of all the facts and circumstances surrounding said alleged contract

and the operations that are being conducted thereunder.

(3) That, a member of this board, accompanied by such expert and stenographic assistants as may be deemed necessary, be authorized and directed to go on the property of said carrier to conduct said investigation and to institute such legal proceedings as may be deemed necessary to effectuate this order, after having first secured all the information possible here in Chicago.

(4) That the member of the board conducting said investigation be and is hereby authorized to invoke the aid and counsel of the Department of Justice at Washington, if he deems advisable.

The member of the board who conducts said investigation will be duly authorized in writing by the board and will be given a certified copy of this resolution.

By order of United States Railroad Labor Board.

FAVORABLE REPORT ON COMPENSATION BILL FOR HARBOR WORKERS.

American Association for Labor Legislation.

Commenting on the report just adopted by the house judiciary committee, which favors the passage of the bill introduced by Senator Hiram Johnson of California, and Representative Ogden L. Mills of New York, to restore the protection of state accident compensation laws to longshoremen, Thomas L. Chadbourne, president of the American Association for Labor Legislation, says:

"There is urgent need for early action by the house of representatives in extending the full protection of existing state workmen's compensation laws to longshoremen and repairmen at the docks, in order to avert further needless suffering among thousands of injured harbor workers and their families.

"Of all American workmen, those who perform the extremely dangerous tasks of loading, unloading and repairing vessels at the dock are least favorably treated when injured by accident. They have been called the legal step-children among modern wage workers. They number some 250,000 men, working in the ports of inland lakes and navigable rivers, as well as in the sea ports.

Passed in U. S. Senate.

"By favorably reporting the Johnson-Mills bill the house judiciary committee has now placed the necessary legislation well on its way to final passage. The bill has already been passed by the U. S. senate, following a strongly favorable report by its judiciary committee.

"A decade ago the United States adopted the principle of workmen's compensation age suits under liability laws. It is now

in place of the costly and uncertain damage firmly fixed in the body of state and federal legislation for the protection of labor and is universally recognized as beneficial also to employers.

"The Johnson-Mills bill involves no new principle, no additional administrative machinery, no appropriation by congress. It simply places the dock workers back once more under the compensation laws of the states in which they live and work.

"The senate judiciary committee in its report declared in vigorous terms that it is unjust to these men and their families that the burden of loss resulting from thousands of accidents annually should be left by the law on their shoulders.

"The serious consequences to nearly 50,000 longshoremen in the state of New York alone has recently been pointed out by Attorney General Newton in an appeal for prompt action by congress. Passage of the Johnson-Mills bill is urged by state compensation officials. The house should meet this emergency by passing the bill promptly.

The bill, as prepared by the American Association for Labor Legislation, following many conferences with all interests affected, is actively supported by the International Longshoremen's Association and the International Seamen's Union, as well as by the organized ship repairmen, and other harbor workers.

Note: Our members who work on the repairing of steam vessels, are classed, in a larger sense, as longshoremen, and are interested in the passage of the above bill. —Editor.

A Compilation of Labor News

By the A. F. of L. News Service.

"CLEAR-SIGHTED" PERSONS WANT TO LEAD THE UNIONS

Chicago. — The American trade union movement has no idealism, social vision or soul, according to the newly-formed Trade Union Educational League, W. Z. Foster, Secretary-Treasurer.

For more than thirty years the American

trade union movement has combatted dualists, secessionists and disrupters. The league acknowledges that all these have failed, and dualists and secessionists are called upon to abandon their side shows and get in the trade union organizations,

which can then be given revolutionary purposes.

The league is described as "an informal grouping of the progressive and revolutionary elements throughout the entire trade union movement." There will be no dues, no charters and no per capita tax. Revenue will be secured through contributions and the sale of literature.

"Militants" of all trades will be formed to "carry on the work of education and reorganization in their respective localities." These groups will be divided according to industry and will be linked up with the Trade Union Educational League.

The league's organ, the *Labor Herald*, revamps the old libel that the trade union movement preaches the identity of "capital (meaning capitalists) and labor." Says this publication:

"Instead of advocating the prevailing shameful and demoralizing nonsense about harmonizing the interests of capital and labor, it (the league) is firing the workers' imagination and releasing their wonderful idealism and energy by propagating the inspiring goal of the abolition of capitalism and the establishment of a workers' republic."

The league advocates affiliation with the red "trade union" international of Lenine and Trotsky.

RAILROADS RETAIN JAP SHIP CONTRACTS

Washington.—The Great Northern and the Chicago, Milwaukee & St. Paul railroads refuse to cancel their contracts with Japanese ship owners, wherein the railroads pledge to boycott American vessels and forward their freight in the Japs' ships.

These patriotic railroad managers want the government to guarantee them an equally good business proposition as their boycott on American vessels amount to.

Ever since United States Senator Ransdell made public the number of railroads that are parties to these boycott contracts, the United States Shipping Board has tried to secure their annulment.

UNIONISM BENEFITS SOCIETY; UNORGANIZED DO NOTHING.

Baltimore.—Organized labor is "altogether responsible" for better working conditions and unorganized labor has done "absolutely nothing," declared Archbishop Michael J. Curley in an address before the convention of the Maryland State and District of Columbia Federation of Labor, in this city.

The clergyman plainly indicated where he stood on the question of union labor, which he insisted was responsible for gains made by the workers. He also indicated that he had little regard for workers who enjoyed these benefits, but did not assist in maintaining them.

"Union labor," he said, "is absolutely responsible for the better conditions under

The "educators" have the same contempt for the rank and file of organized labor that all revolutionists have. It is declared that the rank and file doesn't understand the labor movement and that these wage earners must be led. The *Labor Herald* Says:

"The fate of all labor organization in every country depends primarily upon the activities of a minute minority of clear-sighted enthusiastic militants scattered throughout the great organized masses of sluggish workers. These live spirits are the natural head of the working class, the driving force of the labor movement. They are the only ones who really understand what the labor struggle means and who have practical plans for its prosecution. Touched by the divine fire of proletarian revolt, they are the ones who furnish inspiration and guidance to the groping masses."

Summed up, this is the position of the Trade Union Educational League:

After thirty years of dualism, secession and turmoil among the workers you "militants" and revolutionists have failed to even impress the American trade union movement with your purpose. You have been defeated at every point. It is time to change your tactics. Get on the inside of the unions. You are "the natural head of the working class." The rank and file does not understand the labor movement.

Several conferences have been held with representatives of the two northwestern roads, but these managers decline to act, unless they are assured as favorable a contract. Government officials refuse to make any guarantees, and the Shipping Board announces:

"The board requires complete cancellation of all contracts, failing to realize these cancellations by July, the board will take such steps as it deems necessary to enforce its views."

Aiding the railroads is the Seattle Chamber of Commerce which fears that the Japs will move to Vancouver, British Columbia, if the contracts are cancelled.

which work is being done today. Union labor has brought about the reforms in regard to child labor and woman labor. Unions are true friends of humanity and no menace, as they have been called. They have rendered splendid and effective service for the betterment of mankind.

"What has unorganized labor done? Absolutely nothing.

"Speaking for myself, I believe that labor has the right to share in the profits of an enterprise when the profits are large enough to justify it, and I believe that in some cases, although it is a delicate matter to adjust, labor ought to be permitted to take part in the regulation of enterprise. By labor I mean union labor."

Poetical Selections

Song of Labor.

Come, listen, my wage-earning brother,
And learn why your troubles endure;
Don't think that kind Nature, your mother,
Intends such as you to be poor.

On you lies the fault, if there's any;
Don't blame men like Morgan or Gould;
For how can the few rule the many
If the many refuse to be ruled?

As long as you kneel you'll be flouted;
As long as you're meek you'll meet scorn;
As long as you fear, you'll be routed;
As long as you yield, you'll be shorn.

Through up and through downs stand to-
gether;
Be true to your leaders, like men;
When you're beaten don't show the white
feather,
But rally for battle again.

Don't build up a schemer's ambition;
Don't put a good man on the shelf;
Don't give to a base politician
The vote you might cast for yourself.

March forward with purposes blended;
And better be safe than too fast;
Some day the long strife will be ended,
A unionized nation at last.

—Herbert Casson.

The Billboard on the Street.

Note—The following poem is taken from the Congressional Record. It was quoted in an address of Senator Pat Harrison, who said it had been sent to him.—Ed.

Mark Hanna gave the dinner pail
That made us feel so fine;
Theodore used the big stick
To keep us all in line;
But Harding in his great wisdom,
Has outdone all such feats,
He's given us prosperity
On billboards on our streets.

A quick return to "normalcy"
The thing he's striving at,
And if we'll tighten up our belts,
Some time he'll make us fat.
Instead of the old dinner pail,
Full of good things to eat,
He'll serve us with prosperity
On billboards on the street.

For many years I served you
As puppet and as tool,
But this last stunt has wised me up,
No more a silly fool.
I may be a poor working man,
My clothes are far from neat,
But you can't fool me with prosperity
On a billboard on a street.

—Toledo Union Leader.

Smiles

Line Forms on the Right.

Just before the service the minister was called into the vestibule by a young couple, who asked that he marry them. He answered he had not time then but that if they would wait until after the sermon he would be glad to accommodate them. Accordingly, just before the benediction, he announced:

"Will those who wish to be married to-day please come forward."

Thirteen women and one man stepped up.—Ex.

Used to It.

"Need any more talent for your moving picture dramas?"

"We might use you. Had any experience at acting without audiences?"

"Acting without audiences is what brought me here."—Ex.

"You don't seem elated over your first case." The young lawyer made no reply. "Surely it should be a matter of pride that the man came to you to defend him?" "Dunno. He pleads insanity."—Louisville Courier-Journal.

Knows His Boss.

The judge was evidently getting a bit fed up with the jury, and at last he announced:

"I discharge this jury!"

A tall, lean member of the twelve then rose.

"Say, judge, you can't discharge me."

"Can't discharge you? Why not?" thundered the other.

"Weal," replied the jurymen, pointing to counsel for defense, "I was hired by that guy over there!"—Ex.

Wealthy Lady (visiting slums)—Well, my good woman, I must go now. Is there anything I can do for you?

Submerged—No, thank ye, ma'am. Ye mustn't care if I don't return the call, will ye? I haven't any time to go slummin' meself.—Ex.

"Madam," announced the new maid, "your husband is lying unconscious in the reception hall, with a large box beside him and crushing a paper in his hand."

"Ah," cried the mistress in ecstasy, "my new hat has come."—Ex.

He Started All Right.

"You are the sunshine of my life!"
 "Oh, Jack!"
 "You reign alone in my heart!"
 "Darling!"
 "With you at my side I could weather any storm!"
 "Jack, is this a proposal or a weather report?"—Ex.

Danger Ahead.

Speaking of white mule, two rustic sports were uncertainly flivvering their way home from the county seat.

"Bill," said Henry, "I wancha to be very careful. Firs' thing y' know you'll have us in a ditch."

"Me?" said Bill in astonishment. "Why, I thought you was drivin'."—Ex.

Lodge Notices

Carrington—Lodge 307.

J. C. Carrington, Reg. No. 45685 left Lodge 307 owing it \$20.00 without applying for a clearance card. Any Secretary who knows this brother's whereabouts please notify W. E. Pearce, 327 4th Ave., S. W., Great Falls, Mont., Sec. Lodge 307.

Casler—Lodge 328.

Any Secretary taking up the card of Wm. Casler, Reg. No. 13018 hold same until he squares up for his fare to Mexico by taking the matter up with Sec. Lodge 328.

Carter—Lodge 420.

Anyone knowing the whereabouts of Luke Carter please communicate with the Sec. of Lodge 420. This information is wanted to help establish the seniority of a brother. C. A. Nolan, C. S.

Settlement Made—Daun.

Brother J. Daun, Reg. No. 81921, has paid all of the bill which he owed us and is clear as far as we are concerned. A. D. Adamson, S. L. 126.

Murphy—Lodge 678.

Any Secretary taking up the card of J. F. Murphy, Reg. No. 76198, kindly hold same and correspond with the Secretary of Local 678, as this brother left here owing money to this local. J. P. Jackson, S.

White—Lodge 678.

Brother Grady White, Reg. No. 116106 is requested by the Secretary of Lodge 678 to get in touch with him.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.

Williams—Lodge 37.

Any Secretary taking up the card of J. N. Williams, Reg. No. 27281, kindly hold same and correspond with the Secretary of Local 37, as this brother left here owing a bill for board to the amount of \$16.43.—B. J. Schreiner, C. F. S., L. 37. November Journal.

Walker—Lodge 556.

W. M. Walker, Reg. No. 36455, on April 15th, came before Local 556 with a hard luck story and borrowed \$25.00 on his card. This local is still holding his card, as Brother Walker left here and has never been heard from since. Any Secretary knowing of his whereabouts please notify J. A. Fuller, Sec'y., L. 556. November Journal.

Scott—Lodge 496.

Any one knowing the whereabouts of W. G. Scott, Reg. No. 334449, will please notify the undersigned, as he left

here without a clearance card and stands suspended for non-payment of dues.—M. C. Dumbly, Sec'y., Local 496. November Journal.

Etzweiler—Lodge 496.

Any one knowing the present whereabouts of Harry Etzweiler, Reg. No. 40715, will please notify the undersigned, as he left here without card and owing several bills. His wife, now at Moody, Tex., is also anxious to hear from him. The last seen or heard of him was when he accompanied his wife to Kansas City to put her on train for Moody.—M. C. Dumbly, Sec'y., Local 496. November Journal.

Doyle and Dembosky—Lodge 556.

J. J. Doyle and Joe Dembosky left here owing their room rent. Any Secretary knowing of their whereabouts please have them correspond with J. F. Fuller, Sec'y., L. 556. November Journal.

White—Lodge 669.

Chas. L. White, Register No. 122019, cashed a check here amounting to \$20.00. A member of this lodge indorsed it for him, and later received a notice that the check was refused payment. Any Secretary taking up this card please hold same and correspond with C. E. Crouch, S., L. 669. December Journal.

Wells, Et Als—Lodge 32.

Shirley D. Wells, Register No. 401873, left here owing a board bill of some \$65.00. Lodge 4 collected \$16.00 of the bill and released his card. Understand that he is in California.

C. A. Berger, Register No. 350590, made out a wrong pass application, that Lodge 32 had to pay for.

A. J. Ray, Register No. 84077, left Kansas City owing borrowed money and laundry bill to the amount of \$11.90.

Frank Parsons, Register No. 120587, left Kansas City owing a board bill amounting to \$38.00. Brother Secretaries, see that these bills are collected before these parties get their cards.—W. E. Dyr, S., L. 32. December Journal.

Fitzgerald and Gill—Lodge 90.

Harry G. Fitzgerald, Register No. 414265, left here owing the Local funds that were the proceeds of a dance given by Local 90, to the amount of \$18.00, and other bills he made in Independence, Mo. This brother also owes a brother of Local 90, \$13.00 borrowed money.

C. E. Gill, Register No. 379068, suspended September 30, 1921, left here owing a grocery bill to the amount of \$70.00 and \$25.00 borrowed money from Local 90, which is unpaid. Any Secretary knowing the whereabouts of these men, please hold card and correspond with G. C. McCoy, Sec'y., Lodge 90. December Journal.

Meiers—Lodge 738.

Any Secretary taking up the card of Edward Meiers, Reg. No. 150386, will please hold same and notify the undersigned, as this brother left here owing \$3.00 borrowed money to Brother Alva Shelley.—C. G. Hartel, S., L. 738. January Journal.

Fowler—Lodge 101.

Any Secretary taking up the card of Brother J. F. Fowler, Reg. No. 360412, will please hold same and notify the undersigned as he left here some time ago owing borrowed money.—Roy Evans, S., L. 101. January Journal.

Kantney—Lodge 576.

Any Secretary taking up the card of J. B. Kantney, Reg. No. 93508, will please hold same and notify the undersigned, as this brother left here owing \$25.00 borrowed money from another brother.—W. D. Talley, S., L. 576. January Journal.

Harvish—Lodge 416.

Any Secretary taking up the card of Joseph Harvish, Reg. No. 337433, will please hold same and notify the undersigned, as this brother borrowed \$25.00 from Local 416, giving a three months' note, which was due on November 1st, and which remains unpaid.—H. E. Kinch, C. R. S., L. 416. January Journal.

Taylor—Lodge 723.

Any Secretary taking up the card of L. B. Taylor, Reg. No. 329026, will please hold same and notify the undersigned, as this brother owes \$2.10 to Local No. 723.—W. F. Beardon, S., L. 723. January Journal.

Shadler and Dobson—Lodge 163.

Brother F. Shadler, Reg. No. 368840, boilermaker, was granted a withdrawal card by Lodge 163 on August 5, 1921, and Brother Jos. P. Dobson, Reg. No. 2714, boilermaker, was granted a withdrawal card by Lodge 163 some 24 months ago, and both have been working at trade with card in their possession. At regular meeting a decision was arrived at that both withdrawal cards stand revoked and both former brothers pay a fine of \$25.00.—D. J. McGuinness, S., L. 163.

Baker—Lodge 504.

Any Secretary taking up the card of Brother C. H. Baker, Reg. No. 63543, will please hold same and notify the undersigned as he left here owing money to a number of members.—R. C. Kiddy, S., L. 504. February Journal.

Thurston—Lodge 209.

Any Secretary taking up the card of Brother J. H. Thurston, Reg. No. 116919, will please hold same and notify the undersigned as he left here owing a clothing bill of \$28.00.—H. P. Morrow, S. T., L. 209. February Journal.

Valencia—Lodge 98.

Any Secretary taking up the card of L. B. Valencia, Reg. No. 329396, will please hold same and correspond with the undersigned as he left here owing \$10.00 borrowed money from this local.—H. Petty, S., L. 98. February Journal.

Trask—Lodge 187.

Any Secretary taking up the card of Brother E. F. Trask, Reg. No. 395918, will please hold same and notify the undersigned, as this brother left here owing this local \$16.—Russell Shornick, Sec'y., L. 187. February Journal.

Danielson—His Relatives.

Any one knowing the whereabouts of Marcus Danielson, Reg. No. 18201, please write W. L. Hart, S., L. 155, 904 W. Jefferson St., Bloomington, Ill., as relatives wish to find him.

Shannon—Lodge 221.

Any one knowing the whereabouts of M. R. Shannon, Reg. No. 401941, formerly of Cattlesburg, Ky., will please hold card and communicate with the undersigned as this brother left this city owing \$50.00 and a grocery bill.—W. P. Wright, S., L. 221.

McCaffery—Lodge 82.

Any Secretary taking up the card of Brother W. H. McCaffery, Reg. No. 9123, will hold same and correspond with this local, as this brother left here owing this local \$21.92 for transportation.—J. E. Sturgess, S., L. 82.

Wells, Et Als—Lodge 163.

Any Secretary taking up the cards of James Ryan, Reg. No. 76695; James Kerrigan, Reg. No. 281004; James Whalen, Reg. No. 127490 and Patrick J. O'Brien, Reg. No. 110060, will please hold same and correspond with Lodge 163, as these brothers owe money they borrowed from D. J. McGuinness, Corr. and Fin. Sec., L. 163. February Journal.

Watts—Lodge 738.

Any one knowing the whereabouts of Raymond H. Watt, Reg. No. 174524, please communicate with Sec'y. of Local 738, as he left here without clearance card and owes a grocery bill of \$55.86.—C. G. Hertel, F. S. & T., L. 738. March Journal.

Hiller—Lodge 11.

I am in receipt of a communication from Jerry Hendrickson, S.-T., Maintenance of Way, L. No. 1835, at Mitchell, S. Dak., stating that Boilermaker Jas. Hiller, Reg. No. 52506, left Mitchell owing about \$200.00. Brother Hiller took a clearance card out of L. 11. Any Sec'y. taking up this card will please hold same and communicate with the undersigned.—A. M. Dustin, C. S., 11. March Journal.

Williams—Lodge 320.

Any one knowing the whereabouts of G. A. Williams, Reg. No. 155596, who left here in October without a clearance card, owing members of this local borrowed money, please communicate with B. F. Birdsong, S., L. 320. March Journal.

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(Continued from following page.)

CATALOGUE NOTICE.

Send 12c in silver or stamps for our up-to-date Spring and Summer 1922 Catalogue, showing color plates, and containing 500 designs of Ladies', Misses' and Children's patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker.

Send all orders for patterns and catalogue direct to the Beauty Pattern Company, Dept. B. J., 7057 Jeffery Avenue, Chicago, Ill. Be sure to give number and bust measure for ladies' patterns and number and age for children's patterns.

Where two numbers appear on one plate two patterns are illustrated and 12c should be forwarded for each. Ten days should be allowed for delivery of patterns.

BOILER MAKERS' JOURNAL FASHION LETTER

Fashion is meeting the approaching Spring season, with most inviting styles, new materials, and attractive trimmings.

There is nothing in the way of a decided change in the new modes. The slim line silhouette continues. Skirts are long or short as the wearer pleases, and as the occasion of the wearing demands.

Crepe is the leading material for Spring dresses that require soft weaves.

For suits, tweed is much favored, but many smart styles in twill, broad cloth and the ever popular serge are shown. Homespuns too as well as tricotine are used. In cheviots and sports materials such colors as orchid, rose, light blue and blue and gray are shown. The new suits show the comfortable box styles, and belted models, as well as ripple effects, pepplums, and blouse lines.

Sleeves are in comfortable bell shapes, raglan styles or in one and two-piece close fitting coat models.

Three-piece suits are shown in "dressy" and in sports types, with the latter short capes are more prevalent.

Knickers with adjustable knee bands are worn with a coat somewhat longer than the ordinary coat, and fastened in single breasted style with three or four buttons.

Satin stitch embroidery is shown on dressy tailored suits.

Some very attractive one-piece dresses are shown in ratine, with waist length capes trimmed in two toned check material, or bound with contrasting braid.

There is also a new one-piece scarf dress in tweeds, with the scarf lined with a bright color.

Dresses of Canton crepe lend themselves well to side draperies and to cascades.

Taffeta is among the interesting Spring materials. Cording and tucks form a likeable trimming for taffeta dresses, which are at their best, when made with a semi-fitted youthful basque bodice and full skirt. Overskirts and aprons of dyed lace are always pleasing on dresses of taffeta.

For tiny tots there are lovely little simple frocks, shirred at the neck and unconfined at the waist line.

Pinafore frocks are shown with sleeves or sleeveless and tied with a sash of the material at side or back.

Soft clinging materials such as crepe and crepe de chine are used for party frocks, are simply made and trimmed with ribbon or French flowers.

For little children "sports" dresses are much favored.

The "just over the skirt" blouse is probably the one most popular this season.

A touch of color marks many of the new blouses, it may be in piping or bands, or in large covered buttons.

3921. Child's Play Dress. Cut in 4 sizes: 1, 2, 3 and 4 years. A 2-year size requires $2\frac{1}{2}$ yards of 36-inch material. Price 12 cents.

3926. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. To make the dress for an 18-year size requires 4 yards of 44-inch material. The width at the foot is about $2\frac{1}{2}$ yards. Price 12 cents.

3918. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 10-year size requires $4\frac{1}{2}$ yards of 36-inch material. Price 12 cents.

3705. Ladies' House Dress. Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size will require $6\frac{1}{2}$ yards of 27-inch material. The width at the foot is $2\frac{1}{4}$ yards. Price 12 cents.

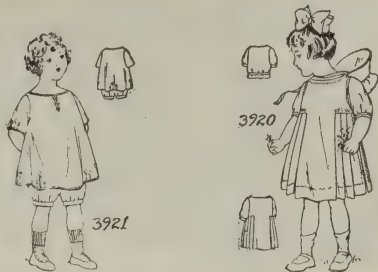
3920. Child's Dress. Cut in 4 sizes: 2, 4, 6 and 8 years. A 6-year size requires $2\frac{1}{4}$ yards of 36-inch material for the Dress, and $1\frac{1}{2}$ yards for the gümpe. Price 12 cents.

3910. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. The 38-inch size requires $3\frac{1}{4}$ yards for the Slip of 44-inch material and $2\frac{1}{4}$ yards of 40-inch material for the Bolero. The width at the foot is $2\frac{1}{2}$ yards. Price 12 cents.

3919. Junior's Dress. Cut in 3 sizes: 12, 14 and 16 years. A 14-year size requires $3\frac{1}{2}$ yards of 40-inch material. The width of the skirt at the foot is about 2 yards. Price 12 cents.

3448. A Pleasing Apron. Cut in 4 sizes: Small, 32-34; medium, 36-38; large, 40-42; extra large, 44-46 inches bust measure. To make the design for a medium size will require $4\frac{1}{2}$ yards of 36-inch material. Price 12 cents.

(Continued on preceding page.)





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FORMER DIRECTOR GENERAL McADOO TESTIFIES BEFORE SENATE COMMITTEE.

Railroad Revenues and Expenses.

Wednesday, February 1, 1922.

United States Senate, Committee on Interstate Commerce, Washington, D. C.

The committee met at 10 o'clock a. m., pursuant to adjournment, in the committee room in the capitol, Senator Albert B. Cummins (chairman) presiding.

The Chairman. The committee will come to order. We will hear Mr. McAdoo this morning.

(The witness was duly sworn by the chairman.)

The Chairman. Mr. McAdoo, please state your name, residence and occupation.

Mr. McAdoo. William G. McAdoo; residence, New York; occupation, lawyer.

The Chairman. You were formerly Secretary of the Treasury?

Mr. McAdoo. Yes; I was Secretary of the Treasury from March 4, 1913, to December 16, 1918; the Director General of Railroads from January 1, 1918, to January 11, 1919. I was also, before coming to Washington, president, for 11 years, of the Hudson & Manhattan Railroad, the so-called Hudson Tunnel system, from its inception in 1902 to its completion in 1909, and through the following four years of its operation until 1913.

The Chairman. You may now proceed and give us your views and facts with regard to the subject matter of the resolution under which we are acting.

Mr. McAdoo. The senate resolution under which this committee is proceeding directs an inquiry, among other things "into the efficiency or inefficiency of railroad management during Federal control." It is with respect to this feature of the inquiry that I am glad to appear at the request of the committee. I shall address myself largely to this phase of the inquiry, although I shall, of necessity, discuss more particularly the operation of the railroads in the war year of 1918, when I was director gen-

eral. Under the president's proclamation I assumed direction of the railroads on January 1, 1918. I resigned January 11, 1919, and was succeeded by Walker D. Hines.

Charges of inefficiency in the management of the railroads during federal control have from time to time been made and published with a recklessness for which ignorance, design, or selfish purpose alone can account. So far as the year 1918 is concerned, the unpublished testimony of seven of the ablest railroad men in the United States, given in a report to my successor as Director General of Railroads, Walker D. Hines, January 17, 1919, six days after my resignation, is conclusive answer.

Senator La Follette. Was that report ever made public, Mr. McAdoo?

Mr. McAdoo. No, sir; at least I am not aware of it. I quote from that report (reading):

The measures taken during the year 1918 call for no apologies. They were caused by war conditions, and the efficient operation of the railroads in support of the Government during the war justifies every act of the administration during that period. It was impossible to avoid the increases of wages which were granted, and those which are pending are inherently a result of the same causes. War industries surrounding the railroads on all sides were paying war prices for labor and depleting the railroad supply of labor, particularly the supply of skilled labor. These conditions necessarily forced increases in wages of railroad labor and will persist not only during the present year (1919) as a necessary part of the war experience of the country but for some time in the future.

This report was signed by A. H. Smith, regional director at New York for the eastern region, president of the New York Central Railroad before and since the termina-

tion of Federal control; C. H. Markham, regional director at Philadelphia for the Allegheny region, president of the Illinois Central Railroad before and since the termination of Federal control; R. H. Aish-ton, regional director at Chicago for the northwestern region, president of the Chicago & North Western Railroad before Federal control and now president of the American Railroad Association; Hale Holden, regional director at Chicago for the central western region, president of the Chicago, Burlington & Quincy Railroad before and since the termination of Federal control he has resumed that position; B. F. Bush, regional director at St. Louis for the southwestern region, president of the Missouri Pacific system before and since the termination of Federal control; N. D. Maher, regional director at Norfolk for the Pocahontas region, president of the Norfolk & Western Railroad before and since the termination of Federal control; and B. L. Winchell, regional director at Atlanta for the southern region, vice president of the Union Pacific Railroad before Federal control and since vice president of the Pierce Oil Co.

Senator La Follette. May I inquire, Mr. McAdoo, what is the length of that report; is it a voluminous document?

Mr. McAdoo. It is not a long report. I think it is in the files of the Railroad Administration. The report was called for by Mr. Hines early in 1919 in order to get the best opinion of the regional directors as to the matters inquired of. I had no part in calling that conference, but a copy of the report was sent to me by Mr. Hines a short time after it was made.

The Chairman. A part of the report is in Mr. Hines's report, and is already in, but not all of the report.

Senator La Follette. Yes.

The Chairman. You might say in describing Mr. Winchell that he was formerly president of the Chicago, Rock Island & Pacific Railroad Co.

Mr. McAdoo. Yes, I think he was.

The Chairman. Yes, he was for a considerable time.

Mr. McAdoo. I prefer to oppose the unconsidered opinions and reckless charges of those who had no responsibility for the transportation of the country during the war, with the unqualified statement of the responsible railroad heads who operated the properties for the Government during that critical year; who knew the problems and solved them; and who speak both with knowledge and authority.

There has been a general disposition to compare railroad operations in 1918, when, out of imperious necessity, they had to be devoted, first, to war purposes; and second, to the general needs of the country, with the operation of the railroads under peace conditions and in normal times. A moment's reflection will convince any unbiased mind that such a comparison is

wholly unfair and prejudiced. In the statement which follows I have, notwithstanding made comparisons of the actual performance of the railroads under war conditions with the railroads under peace conditions. Even on this basis it is clear that railroad operations in the year 1918 were conducted with great efficiency, skill, and ability. I say this, effacing myself as director general from the picture, and giving praise gladly to the loyal officers and employees who performed this tremendous task with great credit to themselves and rendered inestimable service to their country.

In the year 1918, after paying a rental to the railroad corporations of \$906,000,000, there was a deficit in railroad operations of \$216,000,000 on Class I railroads. This does not include water lines, American Railway Express Co., and other collateral operations. Unthinking people urge this deficit as conclusive evidence of the failure of the Railroad Administration. It is, of course, a superficial and unfair judgment, and it is not material to the issue, because it is a part of the war cost, and, like all war cost, it is an expenditure for which there is no compensation but victory. We gained the victory—a glorious victory—and there is no use whining about the cost. When we consider the imminent peril that faced the country because of the breakdown of the railroads under private control, in 1916 as well as in 1917, and reflect that the assertion of Federal control alone overcame that peril and transformed the railroad systems of the country into a tremendous and effective war machine, and that the entire deficit for transportation for the war purpose in the year 1918 was only \$216,000,000, and for the entire 26 months of Federal control only \$714,000,000 on Class I roads, it is infinitesimal as compared with the total expenditures made by the American people to win the war.

Let me make a comparison. In the bloody Meuse-Argonne offensive, directed by Gen. Pershing in the fall of 1918, it was necessary to keep up a continuous battle for 45 days on a front only about 19 miles long. The cost of the barrage in shot and shell and munitions, including transportation, has been conservatively estimated at \$762,445,000. This exceeds by \$48,000,000 the entire deficit or cost of railroad transportation during the two years and two months of Federal control, which was stated by Mr. Walker D. Hines as \$714,000,000 on Class I roads.

In the brief period of 15 days on a 19-mile front the cost of the barrage was \$254,145,000, or more than the entire cost of railroad transportation in the year 1918. There was not a shot, nor a shell, nor a gun from which they were fired, nor a soldier who was there to fire the gun, who could have fought in that battle or have gained the victory for his country if railroad transportation in the year 1918 had not been made to function efficiently and sufficiently by the Government of the

United States; and yet no one complains of the expenditure of \$254,000,000 for 15 days' artillery fire on a 19-mile battle front in France, although it may have been wholly wasted or the results following from it may have been inconsequential; and yet we find many irresponsible critics who allege that \$216,000,000 expended for essential transportation for the war purpose is conclusive evidence of waste and inefficiency.

There is another point I should like to mention before proceeding with the main statement, and that is that when the Government, in the critical emergency, took over the railroads on January 1, 1918, there was, of course, no opportunity to make an inspection of tracks and structures and to determine with certainty their condition, nor the extent of undermaintenance that existed at the time, nor to make similar investigation of the condition of motive power and equipment, nor to check inventories. The Government had to rely upon railroad officials and railroad men, all of whom were retained in the service of the Government and upon whose loyalty and integrity the Government had a right to depend at a time when our sons were shedding their blood and giving their lives upon the fields of battle. Railroad men ran the railroads of the United States while I was director general, and if they were inefficient or disloyal to their Government in that time they must answer to their own consciences. But I have said before that I believed them to be both loyal and efficient and that the remarkable results achieved in 1918 conclusively prove that they were.

The first question we have to consider is whether or not it was necessary for the Government to take over the railroads for the purposes of the war.

Prewar Conditions of Railroads a Menace to the Country.

In the fall of 1917 the inefficiency of the American railroads made them unintentionally, but nevertheless actually, the strongest ally of the German Kaiser. The collapse of the railroads under the burden of war traffic had almost cut the line of communication between the American army at the front and its base of supplies. The condition of traffic, particularly in the East, and the embargoes on freight in all important centers had reached such an acute state of almost complete congestion that the Interstate Commerce Commission on December 1, 1917, felt impelled to submit to congress a special report sharply calling attention to the critical situation which faced the country.

Interstate Commerce Commission.—“Conditions a menace to the public safety.” As said by Commissioner Aitchison January 2, 1918, before this committee in discussing the reasons which led to this special report (reading):

The conclusion which we all reached was that existing conditions were intolerable and constituted a menace to the public safety.

President Rea.—“Conditions present a menace to the country.” Mr. Samuel Rea, president of the Pennsylvania System, had reached the same conclusions and used the same language before the Interstate Commerce Commission on March 22, 1917, just before our entry into the war, when he said (Inf. Conf. I. C. C., Mar. 22, 1917, Ex parte 57, vol. 7, p. 4) (reading):

We realize that the condition of the railroads today presents a menace to the country, not alone to the owners of the properties but as affecting directly the international situation.

Railroad War Board—Lack of motive power and inability to keep equipment in repair.—Upon our declaration of war, April 6, 1917, the railroads in response to the resolution of the Council of National Defense calling upon them to so organize their business as to lead to the greatest expedition in the movement of freight, organized on April 11, 1917, a special committee on national defense, usually called the Railroad War Board, composed of Fairfax Harrison (chairman), Julius Kruttschnitt, Hale Holden, Samuel Rea and Howard Elliott, which undertook to secure co-operation between the various railroad systems. Despite the activities of this committee and its various efforts at co-operation, the condition of the railroads grew steadily worse until there had become an almost complete paralysis of transportation. This Railroad War Board, on December 22, 1917, only five days prior to the president's proclamation to take over the roads and in response to a questionnaire by the chairman of the Committee on Interstate Commerce of the senate, submitted replies outlining what it had accomplished during the more than eight months of its existence, emphasizing the things deemed necessary for successful operation of the railroads and the difficulties with which they were faced. Among other obstacles which this board said was preventing greater transportation output was that “the railroads have not motive power enough.”

And (reading):

are finding it increasingly difficult to keep their equipment, and particularly their locomotives, in proper repair and efficient condition on account of the shortage of skilled labor. The selective draft and the attractions offered by such rates of pay in munition and Government plants as most of the roads are financially unable to meet has resulted in a depletion of the shop forces of the carriers, some reporting a shortage in numbers of as much as 12½ per cent, and all reporting a much greater fall in efficiency due to the necessity of recruiting with unskilled men.

The board suggested legislation to meet the emergency as follows:

1. The immediate appointment of a traffic officer to represent all important Government departments in transportation mat-

ters with whom the railroads can deal to secure active Government co-operation.

2. The co-operation of the Government to secure the necessary capital not only for enlargement of the plants but for renewing matured obligations, pointing out that 2,000 locomotives and 150,000 cars are necessary to meet the requirements of the coming year, saying (reading):

This is not more than the railroads usually require every year, and at present prices represents a cost of approximately \$500,000,000.

3. Immediate increase in rates.

4. Railroad men drafted to be enrolled and assigned to railroad service until actually needed for military service.

Unification Indispensable.—Of the situation then existing, the Interstate Commerce Commission in its special report to congress said (reading):

Since the outbreak of the war in Europe, and especially since this country was drawn into that war, it has become increasingly clear that unification in the operation of our railroads during the period of conflict is indispensable to their fullest utilization for the national defense and welfare. They must be drawn like the individual from the pursuits of peace and mobilized to win the war. This unification can be effected in one of two ways, and we see but two.

The first is operation as a unit by the carriers themselves. In the effort along this line initiated early in this year they are restricted by state and federal law, and the idea is the antithesis of that which heretofore has controlled their activities.

The alternative is operation as a unit by the president during the period of the war as a war measure under the war powers vested in him by the Constitution, and those which have been or may be conferred by congress.

The Interstate Commerce Commission pointed out that operation of the railroads as a unit by themselves involved the surrender by each of exclusive use of terminal facilities and of profitable traffic to other carriers with resultant loss of revenue; that it would be necessary to suspend the operation of the antitrust laws and the antipooling provision of the act to regulate commerce, and to provide for financial assistance in the form of loans and advances for capital purposes in such amounts and on such conditions as might be deemed appropriate. The commission further stated (reading):

In our opinion the situation does not permit of temporizing. All energies must be devoted to bringing the war to a successful conclusion, and to that end it is necessary that our transportation systems be placed and kept on the plane of highest efficiency.

Commissioner McChord filed a special report in which he fully concurred with the statement of the majority report that—

The efficiency of our transportation system could only be secured through unifica-

tion of operation during the period of the war—

but wholly dissented from the view that this unification might be effected by the carriers themselves. Commissioner McChord's report said that the committee which called itself the Railroad War Board was the fifth committee that the railroads had had in Washington to deal with the transportation situation since November, 1916; that the first two committees were given no real authority and that the members were hampered by the unwillingness of certain railroads to carry out their instructions; that in response to the suggestions of the Interstate Commerce Commission the third committee was sent to Washington, in January, 1917, but was not given the promised power, and therefore was not received by the commission; that in February the fourth committee was sent to enforce car service rules, but not all of the railroads would agree that these rules were workable, and the agreement was therefore incomplete and inadequate; and that although the resolution of the railway executives of April 11, 1917, five days after the declaration of war, provided for the operation of the railroads "in a continental railway system," and that the pooling of cars, the operation as a unit, the placing of facilities at the disposal of railways in other territories as needed were essential steps in the co-ordination of railway operations, the board did not take these steps until November 24, 1917, more than seven months after its formation. Mr. McChord then said (pp. 23 and 24) (reading):

I do not wish to be understood as saying that the carriers' committee has not accomplished results; nor that the shippers have not co-operated with the carriers to get greater service from the available equipment, for the heavier carloading has been a very material factor of improvement. But our experience with railroad committees during the past year makes me believe that no voluntary committee can accomplish what the situation demands. One of the principal reasons is that the element of self-interest, the traffic influence, is a persistent actor in postponing and resisting measures that seek to disregard individual rights in the effort to secure transportation results as a whole. The "merely individual and competitive activities" and the established operating practices have their effect, despite directions or recommendations that have no sanction to enforce them except a voluntary agreement which is very general in character. There runs also in the activities of these committees the self-evident purpose to do whatever appears to be necessary to prevent the governmental authority from acting. For these and other reasons which it is not necessary to state, I can not concur in a report to the congress which apparently acquiesces in a continuation of control over the transportation situation by a committee appointed by the carriers themselves. The suggestions with reference to

the anti-trust laws, the anti-pooling provision of section 5 of the act, the desirability of Government loans for capital purposes, and the regulation of security issues, undoubtedly have merit, but in my judgment their enactment into law will not make it possible for any committee appointed by the carriers to secure the full measure of transportation service which the present conditions demand.

Government Control an admitted and Obvious Necessity.—It was apparent that the recommendations of the majority of the Interstate Commerce Commission as to the legislation needed in the event it was determined that the railroads should be operated as a unit by the carriers themselves, involved such inevitable delay in a situation which did not "permit of temporizing" as to make it imperative that the transportation systems should be taken over by the president as a war measure. Accordingly, by proclamation, the president, on December 26, 1917, directed the taking over of the railroads as a war measure as of December 28, 1917. Of the advisability and necessity of this action there has never been serious question.

Senator Cummins, the present distinguished chairman of the Interstate Commerce Committee, in the hearings held by the committee on December 29, 1917, while saying he doubted the power of the president under the Constitution to take such action and that he was anxious to give him the power in the right way, prefaced this statement with the remarks (p. 32) (reading):

I believe with the commission that the only way we can meet the difficulties that we must overcome is through the unification of the railroads and their operation and management as a single system, and I am in hearty accord with the action of the president in so far as that policy is concerned.

Senator Cummins, on February 11, 1918, filed a minority report to accompany the bill (S. 3572) commonly known as the Federal control act. In that report he said (reading):

In bringing forward the minority views here submitted it must be clearly understood that no objection is made to Government possession and operation. When it is remembered that the war in which we are engaged is so tremendous in its scope and character that it draws directly or indirectly into service all the energies of all people, it must have been obvious from the beginning that transportation would necessarily be withdrawn from private control and assumed as a public function, and the only criticism in that regard is that the change was not accomplished immediately after the declaration of war, so that long before this trying time the confusion incident to the transition would have been overcome and order and efficiency restored. If this had been done the people would now be enjoying the advantage of better

service than it is possible to give them under existing conditions.

And in examining Commissioners Hall (p. 49), McChord (p. 109), and Aitchison (p. 132) the following colloquies occurred (reading):

Senator Cummins. You have suggested—and it is quite obvious—that a railway manager must feel some sense of obligation to his stockholders and bondholders, and therefore can not be expected to voluntarily deprive his company of traffic or revenue, even though the movement of the traffic could not be promptly secured, and it is to eliminate that natural inevitable selfishness, and I am not speaking of it in a disparaging way—that you believe there ought to be Government operation, so that each of these roads can be used for the public good entirely, regardless of individual interest?

Commissioner Hall. Yes. I should not call it selfishness myself. It might be, in a railroad official, a sense of duty to his employers (p. 49).

Chairman Hall also said in response to a question by Senator Cummins (p. 95) (reading):

* * * When it is put in the power of those whose business is transportation to operate as a unit, whether they will do that or not, can only be determined by seeing what they do.

As I have indicated, I have felt that the unification could be best secured by the course which the President has seen fit to take.

Discussing the method of relieving the existing congestion and the resolution of the railroad executives (p. 109) (reading):

Commissioner McChord. A voluntary committee could not, in my judgment, accomplish it as completely as some one clothed with the power of the Federal Government.

Senator Cummins. The fundamental difficulty or weakness in the resolution, or the practice under the resolution to which we have referred, is that there is no way of enforcing it?

Commissioner McChord. Yes, sir.

Senator Cummins. There is no sanction, in other words, to the arrangement? It could be disobeyed at pleasure and without penalty?

Commissioner McChord. It is purely voluntary.

Senator Cummins. And as you have just said, it is too much to expect of human nature that the manager of a particular road could, very impartially at least, determine between the needs of the public and the profit of his own company?

Commissioner McChord. That is true.

Senator Cummins. And that is the real point gained by Government operation, is it not?

Commissioner McChord. I think so.

Senator Cummins. You do not know of any way in which that weakness can be

removed from the situation except through a directing power whose orders must be obeyed?

Commissioner McChord. The strong arm of the Government.

Commissioner Aitchison's testimony (pp. 132 and 133) (reading):

Senator Cummins. What was the difficulty with the existing system? In what respect did it fail to meet the situation?

Commissioner Aitchison. There was a failure, both qualitatively and quantitatively; that is, there was not enough freight being moved, nor was it being moved with the expedition which was required. I do not think it would be profitable for me to attempt to cover the same ground my colleagues have already covered as to the situation with respect to the congestion. I concur in what was said, particularly by Mr. Commissioner McChord and Mr. Commissioner Clark in that regard. As an operating matter, my observations coincide with theirs, but they did not touch upon the conditions on the Pacific coast, in which I am naturally interested.

* * *

Senator Cummins. I judge from your report that you felt it was necessary to eliminate in some way the individual interests of the several railway companies in traffic.

Commissioner Aitchison. Yes, sir.

Senator Cummins. And let them have simply a common interest in the whole situation.

Commissioner Aitchison. Yes. Without in the slightest degree criticizing the work which was being done by the executive who constituted the special committee of the railway association, it did seem to me, that, owing to the inherent obstacles, their resolutions were not being translated into action. I did not see how they well could be, as long as human nature continues as it is.

The basic difficulty which occurred to me when I joined in the report was, as it has been expressed by Mr. Commissioner Clark and Mr. Commissioner McChord, that the operating and traffic men, through long years of experience and training have gotten to look after their individual roads first, and consequently they are reluctant to direct traffic into new channels for fear that the channels will be scoured so deep that when the present emergency is over the traffic will not return to its former routes.

And, again, I have thought that possibly the resolutions of the Railway War Board were taken as recommendations by the roads, somewhat in a Pickwickian sense and were not being enforced as orders would be.

The following colloquy occurred between Senator Kellogg and Commissioner Clark (p. 128) (reading):

Senator Kellogg. You think it is impossible for the railroads to have complete uni-

fication under the interstate commerce law and the Sherman Act as it now exists, except by Government operation?

Commissioner Clark. Yes.

Federal Control, "The Best Thing to Be Done"—(Kruttschnitt).

Mr. Julius Kruttschnitt, now one of the most unfair critics of the conduct of the railroads under Federal control, said before this committee (p. 309) (reading):

I think what has been done has been done for the best. I think, as I explained yesterday, that the railroads could have done a good deal more by voluntary agreement and under the organizations that they themselves had created than they could if they had had greater Government support and assistance, but it is quite conceivable that assistance in a great many of those directions could not be given to private ownership, and I may say for myself individually—I have no right to speak for anyone else, and only said what I did say before from the opinion I have gathered from general intercourse with railroad executives—that they have all accepted the situation as the best thing to be done.

* * *

Serious Physical Condition of Railroads January 1, 1918.

This breakdown of the American railroads did not occur overnight. It resulted not alone from lack of unification but from the impaired physical condition of the roads extending over a period of years and from long-deferred maintenance and improvements.

It is now asserted by railroad representatives or executives that when the roads were taken over by the Government January 1, 1918, they were a well-equipped machine and in splendid physical and operating condition. The falsity of this assertion is shown by the report made by the Railroad War Board to the Senate Committee on Interstate Commerce December 22, 1917, to which I have already referred, and in which it is recited that the railroads needed "approximately 2,000 locomotives and 150,000 cars in addition to those now on order to meet the requirements" of the year 1918, and that "the cost of this equipment is approximately \$500,000,000," and that "the railroads generally can not * * * (in the year 1918) provide through their usual channels for the capital requirements for the acquisition of equipment and other possible additions to plant." They invoked, therefore, the co-operation and aid of the Government, through the Treasury Department and the Federal Reserve Board, to secure for them on their own individual credit the new capital found by the Government to be necessary not only for enlarging plant but for renewing maturing obligations.

At the time this statement was made by the Railroad War Board (composed of Julius Kruttschnitt, Samuel Rea, Hale Holden, Howard Elliott, and Fairfax Har-

risson) the railroads had on order 1,902 locomotives and 42,857 freight cars.

By their own confession the railroads needed in order to be a "well-equipped machine" 3,902 locomotives and 192,857 freight cars. During Federal control 4,226 locomotives and 159,066 freight cars were supplied to the railroads. Notwithstanding this great addition to the equipment of the companies, the railroad executives are now claiming that the railroads were returned to them a less well-equipped machine than at the time the Government took control of them January 1, 1918.

If the railroads had been a "well-equipped machine" and in splendid physical and operating condition January 1, 1918, as the railroad executives are now claiming, why was it that in the fall of 1916 there was a congestion and breakdown of railroad transportation in the United States of a similar character and with like hurtful consequences to the breakdown and congestion which occurred in the fall of 1917 just prior to Federal control? The conditions were so grave in the fall of 1916 that the Interstate Commerce Commission made an investigation and rendered a formal decision January 18, 1917, in which, among other things, it said—you will observe that this was four months before America got into the war. I quote from that decision (reading):

The present conditions of car distribution throughout the United States have no parallel in our history. In some territories the railroads have furnished but a small part of the cars necessary for the transportation of staple articles of commerce, such as coal, grain, lumber, fruits and vegetables. In consequence mills have shut down, prices have advanced, perishable articles of great value have been destroyed, and hundreds of carloads of food products have been delayed in reaching their natural markets. In other territories there have been so many cars on the lines of the carriers and in their terminals that transportation service has been thrown into unprecedented confusion, long delays in transit have been the rule rather than the exception, and the operation of established industrial activities has been made uncertain and difficult. These conditions have made necessary a far-reaching investigation by the commission and now urgently demand prompt decisive action.

* * *

The record before us, as well as the numerous complaints received by the commission daily from certain sections of the country, show that the present car shortage conditions are serious and require immediate relief. The supply of coal in many communities is inadequate and the prices demanded are very high.

Public-service companies, which furnish light, heat, and power to cities and towns, face a possible interruption of this indispensable service through lack of fuel. At

the time of the hearing some of the carriers themselves had but two or three days' supply of coal, others had entirely exhausted their stored supply and were dependent upon the daily movement of loaded coal cars for their motive power. Commercial coal was being confiscated for this purpose with its resultant loss of immediate supply to the intended consignees. In the event of severely cold weather which every winter brings a continuation of present conditions will inevitably cause hardship and suffering.

The need of restoring to their proper uses railroad owned or controlled refrigerator cars and heated, ventilated, and insulated cars is not less urgent. Lack of timely and adequate supply of cars suitable for such service has already caused severe losses. A large proportion of those classes of cars has left the rails of certain originating carriers, and although some are being returned their home movement is slow, while others are used for the local movement of dead freight on foreign lines. The misuse of foreign refrigerator cars has continued notwithstanding the directions for their return to the owning lines.

* * *

On many southern and western lines the available supply of box cars is but a fractional part of those which would be required to move the traffic offered. The flow of traffic northbound and eastbound has carried box cars from the originating lines into central freight association, trunk lines, and New England territories. At many points in these territories there are large accumulations of cars due to many causes, such as the unprecedented traffic, lack of ocean-carrying space, the holding of cars by shippers and consignees for speculative purposes, and the failure of consignees to unload promptly. The result is slow movement and disorganized service conditions to which a reduction in the number of cars on line would give relief.

Urgent as is the need of relief for these conditions the respondents, with but a few exceptions, have failed to afford such relief. They have assured the commission that they would put a stop to the diversion and misuse of foreign open-top cars and refrigerator cars, and would return those cars to their owners without delay, but since that assurance was given hundreds of instances of diversion and misuse have been called to our attention by owning lines and by our inspectors. While there has been some response on the part of some carriers to the commission's efforts to restore cars suitable for the transportation of coal and perishable products to their proper channels, it is apparent that there is still a general misuse of such equipment.

This was in January, 1917, four months before America's entry into the war, and I call the committee's attention to the fact that at that time there was no claim that any priority order, or any such thing, caused confusion in railroad transportation.

In fact, there were no priority orders at that time and yet transportation failed, as in the fall of 1917.

Senator La Follette. And it describes the situation, as I understand, that had prevailed throughout the fall of 1916?

Mr. McAdoo. Exactly. That decision is dated January 18, 1917. I have not attached it as an appendix, but it can be easily referred to.

Mr. Kruttschnitt on January 8, 1918, before this committee made this confession (p. 235, hearings S. Res. 171) [reading]:

I may say, to be perfectly frank, that toward the end of our existence (beginning of Federal control Jan. 1, 1918) we were getting evidence that on account of the number of men the roads lost through the selective draft, and through the coaxing away of their men by munition factories and shipyards, and what not, with higher wages, that the forces of the roads were very seriously depleted; their repair service was crippled, and a great many of our constituents complained that running repairs on their locomotives and cars could not be kept up.

Mr. Rea, on November 5, 1917, after we had entered the war, in urging further increases in rates before the Interstate Commerce Commission and in detailing the monthly returns of operating revenues and expenses, said (vol. 44, p. 6283) [reading]:

The monthly returns of operating revenue and expenses do not, however, tell the entire story, as certain deficiencies in maintenance which are not reflected in the current figures will necessarily have to be paid for in the future.

A very significant admission.

And again in discussing the maintenance of war and structure expenses, and the policy of the Pennsylvania system to prepare a budget at the beginning of the year, showing its requirements for such maintenance, Mr. Rea said (vol. 44, p. 6284-6285) [reading]:

We have in our operating reserve accounts unexpended \$7,945,000.

This latter amount, however, does not include \$2,300,000 on account of labor required to install the rails, ties, ballast, and other track materials, the cost of which has or will be charged out during the year. This amount is properly chargeable as deferred maintenance as the work is urgently needed, and if not, expenses this year must be made up when labor and other conditions permit. In addition to this item of labor we have deferred some and slowed down other expenditures which involve charges to expenses.

Mr. Rea further said that the locomotive power of the road was generally satisfactory, their deferred repairs amounting to about \$150,000, but that the demands in the passenger equipment had resulted in deferring "many usual and necessary expenses."

As to the freight-car equipment, he said (p. 6286) [reading]:

Everything has been done that could be done toward keeping our freight-car equipment in condition, but it has been in the service so continually that comparatively little general repair work has been done. A great many of our cars are in need of general repairs, but they have been kept in service by patching (the very thing for which the Railroad Administration is now so ex-coriated). This, of course, merely postpones the time when these general repairs must be made. This, we estimate, will cost \$1,750,000. The aggregate amount of deferred maintenance of equipment is therefore \$3,050,000.

This was a little less than a month before the Government took over the railroads.

Mr. Rea thus confessed to a total of \$13,295,000 of deferred maintenance of ways and structures and equipment on the Pennsylvania system up to November, 1917, or within less than two months of the assumption of control of the railroads by the Government.

In discussing improvements Mr. Rea admitted that the Pennsylvania system was far behind and that they were urgently in need of terminal facilities in New York, Philadelphia, Pittsburgh, Baltimore, and many other points in the following language (p. 6293) [reading]:

The evidence of the last two years has proven, I think, that many of the railroads—and I know it is true of the Pennsylvania system—are far behind in improvements, extensions, and additions to facilities and equipment. It has been my contention that facilities should be provided years in advance of their needs. Since 1910 we have not been in a position to carry out any such policy. The reasons therefor were gone into quite extensively at the previous hearing. If such a policy is sound, and I do not think there can be any question as to its soundness, it means an investment in property which does not immediately begin to earn money and the maintenance of a maximum investment in the years of depression.

At the present time we are urgently in need of terminal facilities in New York Harbor, which will cost about \$20,000,000. The terminal facilities in Philadelphia, Pittsburgh, Baltimore, and on the system west of Pittsburgh, and many other points are inadequate. Additional tracks are required on several of our lines, notably those between Philadelphia and Washington, and on portions of the system west of Pittsburgh, to deal with the present and future traffic. We should have a considerably increased number of locomotives, passenger cars, and freight cars, and some of our facilities are obsolete and inadequate and should be replaced for economical operation and other reasons.

In summing up the condition of the

Pennsylvania system, Mr. Rea said (vol. 44, p. 6299) [reading]:

The Pennsylvania Railroad system, like the eastern carriers as a whole, is in this situation.

* * *

(g) Inability to provide improvements and facilities, not only essential for the traffic of today but equally essential for the traffic of the future.

* * *

That is the condition in which the Government received it.

President F. D. Underwood, of the Erie Railroad, makes a frank confession of the damage resulting from the physical inadequacies of the roads before the war, his testimony, March 22, 1917, reading in part as follows (Inf. Conf. I. C. C., Ex parte 57, vol. 7, p. 40) [reading]:

I want to give, if you will permit me, some of the aims of the Erie and make a confession.

The Erie Railroad broke down this last winter (1916-17); it failed to do its duty by the public. It caused a great many hundreds of thousands of dollars damage in the States of Ohio and western Pennsylvania by reason of its inability to serve the interests along its line. "It fell down because it went into the winter with power depleted to 80 per cent of its normal operation, with cars in about a like proportion, and it had no money to employ help to transform its deficient equipment into its normal condition, for the reason that its costs had mounted up beyond any precedent and beyond its ability to foresee.

In his testimony before the commission, Ex parte 57, in November, 1917, referring to the accrued needs of the railways, he said:

A railway man of international eminence made the statement some three years ago that the railroads required \$5,000,000,000 to put them in trim to serve the needs of the country.

Mr. Underwood summed up the situation as follows (vol. 7, p. 6319) [reading]:

It needs no gift of prophecy to foretell the financial end for railroads in the northerly and easterly sections of the United States except their net earnings are increased. There is a short word that indicates it—Smash!

That was in November, 1917.

At the beginning of Federal control, the Pennsylvania Railroad had "practically the same plant as in 1915."

If evidence other than the statement of the railroad war board and the testimony before the Interstate Commerce Commission of the railroad executives is needed to demonstrate that the lack of sufficient motive power continued to the beginning of Federal control, it will be found in the letters to me—hereafter quoted—in Janu-

ary, 1918, from various executives of the eastern lines, answering my complaint of their inefficient operation of the roads. For instance, Mr. Samuel Rea confessed that the Pennsylvania Railroad had "practically the same plant as in 1915"; President Dice, of the Philadelphia & Reading, itemized his difficulties of operation as, first, shortage of locomotives, and, second, shortage of men. Mr. Besler, president and general manager of the Central Railroad of New Jersey, said:

We lack sufficient locomotives, of which we have been in urgent need for months past.

Mr. Besler also requested that I "immediately direct 25 freight locomotives * * * be transferred to the Central Railroad of New Jersey."

It is a significant commentary upon the prewar efficiency of railroad equipment that—as shown by Table II of the Interstate Commerce Commission report for the year ending December 31, 1920, page 99—from June 30, 1914, to December 31, 1916, the number of locomotives in the service of the railroads decreased from 67,012 to 65,595; and on December 31, 1917, there were only 66,070 locomotives in service. In other words, when the railroads were taken over by the Government on January 1, 1918, there were 942 less locomotives in the service than on June 30, 1914, three and a half years previous, while the average tractive power of locomotives had increased only from 31,006 to 33,932 pounds.

Similarly, the number of freight cars decreased from 2,349,734 on June 30, 1914, to 2,329,475 on December 31, 1916, but increased December 31, 1917, to 2,379,472, or practically 50,000 cars increase in three and a half years, while their average tonnage capacity increased from 39.1 to 40.9 tons per car, or only 1.8 tons per car.

These statistics justify the statement of Mr. Rea, of the Pennsylvania, in his letter to me of January 19, 1918, when he answered my complaint of his failure to get a larger transportation output, by saying that "until severe weather occurred we handled 30 per cent more traffic, with practically the same railroad plant, as in 1915."

If the Pennsylvania system, which advertises as "the standard railroad of America," had at the beginning of Federal control in 1918 only "practically the same plant" as in 1915, with "a great many freight cars in need of general repairs" and "kept in service by patching"; "far behind in improvements, extensions, and additions to facilities and equipment," and "urgently in need of terminal facilities" and "additional tracks" and "a considerably increased number of locomotives, passenger cars, and freight cars"; with facilities "obsolete and inadequate," what can be said for the condition of the lesser railroad systems, "whose needs," said Mr. Rea in November, 1917, in comparison with those

of the Pennsylvania, "are even more imperative"?

Further conclusive proof of the imperative need of additional permanent facilities and deferred improvements is shown by the fact that on February 2, 1918, a little more than a month after taking over the railroads, I called upon railroad corporations whose lines were under Federal control to prepare and send in budgets of improvements immediately required to increase capacity and efficiency and promote safety in operations. In response the corporations submitted budgets for expenditures chargeable to capital account aggregating \$1,329,000,000.

Why should the railroads have needed such vast expenditures if they were a "well-equipped machine" and in splendid physical and operating condition at that time?

Judge Robert S. Lovett, who resigned as president of the Union Pacific Railroad to become Director of the Division of Capital Expenditures of the United States Railroad Administration, investigated these budgets and approved, during the year 1918, budgets for capital expenditures aggregating \$1,248,814,998.

Capital Expenditures in 1918 and From January 1, 1919, to February 29, 1920.

In response to these budgets and to meet the conditions confronting them, there was expended in the year 1918 and from January 1, 1919, to February 29, 1920, the following—these are capital expenditures, gentlemen:

	Jan. 1 to Dec. 31, 1918.	Jan. 1, 1919, to Feb. 29, 1920.	Total, 26 months of Federal control.
Additions and betterments to way and structures on existing lines.....	\$273,663,669	\$261,490,314	\$ 535,153,983
Construction of extensions, branches, and other new lines.....	21,464,406	10,201,225	31,665,631
New equipment purchased by the railroads...	161,435,034	64,129,791	225,564,825
New equipment purchased by Director General.	117,787,692	263,862,265	381,649,957
Improvements to existing equipment.....	19,011,808	26,794,087	45,805,895
Total	\$593,362,609	\$626,477,682	\$1,219,840,291

Note.—The total amount advanced by the Railroad Administration to the corporations for capital expenditures during Federal control was \$1,144,681,582. The difference between this amount and the expenditures of \$1,219,840,291 shown above, namely, \$75,158,709 represents amounts financed directly by the corporations less some minor adjustments in the accounts.

Of course you will understand, gentlemen, I supply these figures from the statistical division of the Federal Railroad Administration.

The Chairman. Just a moment, to make that clear. You say the total amount advanced to the railroads was so much. The Railroad Administration expended this money, did it not; it did not advance it to

the railroad corporations; these railroad corporations became responsible for the repayment of the money, but the Railroad Administration itself expended the money?

Mr. McAdoo. Yes; it was expended under the general supervision of the Railroad Administration, but on budgets submitted by the railroad executives, and under their direct control while the corporations were operating the railroads for account of the director general (January 1 to May 21, 1918), and by the Federal managers and general managers of the railroads under the general direction of the regional directors after Federal control was directly asserted, viz, May 21, 1918. "The total amount furnished," I guess, would be better to say than "for capital expenditures." Of course, it was advanced to the corporations in the sense that they were responsible and liable for it. But it was expended by the Railroad Administration.

The Chairman. My inquiry was whether it was expended by the Railroad Administration or by the railroads.

Mr. McAdoo. It was expended by the railroads and Federal and general managers under the regional director, all under Judge Lovett's general supervision as head of the Division of Capital Expenditures.

Senator La Follette. These advances were made by the Railroad Administration on budgets made and furnished by the railroads themselves?

Mr. McAdoo. Precisely, Senator.

The Chairman. Judge Lovett was, at that

time a part of the Railroad Administration?

Mr. McAdoo. He was at that time head of the Division of Capital Expenditures.

The Chairman. This was clearly an expenditure for which the railroads became responsible for the repayment to the Government?

Mr. McAdoo. Precisely, but no expenditures were undertaken except on the budgets submitted by the railroad corporations and in agreement with them.

The Chairman. Yes; I understand that.

Senator La Follette. No railroad was forced to make the expenditures?

Mr. McAdoo. Not at all; they submitted their budgets.

It is interesting to note some of the principal items of these expenditures.

	Jan. 1 to Dec. 31, 1918.	Jan. 1, 1919, to Feb. 29, 1920.	Total, 26 months of Federal control.
Bridges, trestles, and culverts.....	\$ 24,551,455	\$ 19,653,951	\$ 44,205,400
Additional main tracks.....	32,442,808	17,702,524	50,145,332
Additional yard tracks, sidings, and industrial tracks	63,379,883	41,096,921	104,476,804
Freight and passenger stations, office buildings, etc.	19,213,621	16,132,332	35,345,953
Water stations and appurtenances.....	6,881,776	6,464,875	13,346,651
Shop buildings, engine houses, and appurtenances	35,415,808	43,793,440	79,209,248
Shop machinery and tools.....	8,387,352	13,611,887	21,999,239
Electric power plants, substations, etc.....			
Steam locomotives (including equipment purchased by the Director General).....	7,408,919	10,964,205	18,373,124
Freight cars (including equipment purchased by the Director General).....	110,757,156	99,854,362	210,611,518
Passenger cars	149,637,320	218,459,828	368,097,148
Improvements to existing equipment.....	12,665,263	1,505,853	14,171,116
	19,011,808	26,794,087	45,805,895

(To Be Continued.)

HALF MILLION DOLLARS YEARLY AMOUNT RAISED BY NATIONAL COAL ASSOCIATION.

(International Labor News Service.)

Washington, D. C.—Probably as many as three hundred agents of American coal barons are diligently at work in Washington in the effort to see that King Coal doesn't lose his crown in the present fight of finance against the coal miners.

The presence of this tremendous coal lobbying and publicity staff in the nation's capital became notorious during the Senate Reconstruction Committee Hearings.

With Senator (now Judge) Kenyon presiding, the records of the National Coal Association were subpoenaed and examined. Consternation reigned in the coal camp at the time and fully seventy-five witnesses for the coal interests gave testimony in the effort to buttress the kingdom of coal in the public mind.

By no means all of the coal machine was laid before the public gaze in these hearings, but careful inquiry reveals the fact that today Washington is a hotbed of coal propagandists working in the interests of the mine owners.

In the Reconstruction Committee hearings it was shown that coal interests had spent nearly a million dollars in three years in various forms of propaganda work. There is every reason to suppose that the amount now being spent is not less than a half million dollars a year and it may be that more is being used.

The country generally is not aware of the enormous amount of propaganda work for big business that is being conducted in Washington. Every powerful interest is represented within an easy street car ride of the capitol and the down town office buildings and hotels would be seriously depopulated if the lobbyists and "publicity" men were to vacate.

It is not to be supposed that all of the lobbyists and propagandists for King Coal appear openly as such. It is a rule with big business that the most effective and valuable propagandists are never known as such and never appear as such.

Not all who are engaged in supporting the efforts of the National Coal Association appear as agents of that organization.

For the present the agents of King Coal are fighting an uphill battle, with the case of the miners so strong and clear. But the public can have no idea of what devices may be in the process of construction by the coal interests and the only safe course is to be on guard against all coal owners' pronouncements and movements.

The fact is that big business has such a large and ramifying machine for propaganda and lobbying purposes that it is difficult to know when and where statements and activities are disinterested.

GET A CLUB!

When a man says he's "not going to leave his wife a thousand dollars to blow," it'll take a wallop out of him if you tell him that \$250 of it will go for his casket, \$125 for his operation, \$80 to the family medic, \$40 to consultation, \$30 for parking him a week

in the hospital, \$30 more for nurse, \$34.69 to equip the kiddies and mother with shoes, fixtures and a black veil for the funeral, \$5 for the pastor, \$41.08 delinquent grocery bill, \$25 to the rent man, \$150 for the cheapest lot in the whole cemetery and \$12.80 for a

thin black suit to bury him in. That takes \$823 of it and as usual he hogged it. No allowance for flowers, didn't deserve any. No headstone. If he still balks, ask him if he intends to saddle this debt onto a widow and her children without a mouthful

of bread to their bare backs! If he still refuses to fire, go over the list again with him in the presence of his children and a neighbor or two if possible. After that you can do as you ought to do to him. We'll all swear the fatality was accidental.—New Era Bulletin.

IMPORTANCE OF EYE CARE—MOST EYES DEFECTIVE.

(From the Eye Sight Conservation Council of America.)

Statistics covering many years show that nine out of every ten persons over 21 usually have imperfect sight. At 31 the proportion is larger. Above 40 it is almost impossible to find a man or woman with perfect sight. For the last 100 years the profession has wrestled in vain with the problem, finding no means compatible with the conditions of modern life for preventing errors of refraction, and no means of relieving them except by eyeglasses.

It was learned some years ago by the examination of several thousand school children in one of our large cities that 66 per cent of them had defective vision of such a degree as to warrant the wearing of glasses.

Quite recently the examination of more than 10,000 employees in factories and commercial houses showed that 53 per cent had uncorrected faulty vision, 13 per cent had

defects which were corrected, making a total of 66 per cent with defective eyes.

These two surveys were made under different auspices several years apart. The figures are startling. They mean that a very large majority of the public have eyes defective to such a degree and to require glasses to conserve vision and make the individual a happier and more efficient member of society.

Our eyes are large factors in our efficiency. Nature allots each organ of the human machine a certain portion of nerve energy. When eyes that are defective demand more than their share of this nerve energy it must, of necessity, lessen the normal supply. The wasting of nerve energy directly diminishes human efficiency. Often the victim of defective eyes is unaware of trouble. It may be indicated by headaches, often attributed to stomach trouble, by nervousness, drowsiness and irritability.

WHY A SHIP IS REFERRED TO AS SHE.

Here are some answers to the question: "Why do they call a ship she?"

If you ever tried to steer one you wouldn't ask.

Because it takes so long to get them ready to go anywhere.

They need almost as much dolling up and painting as any woman you ever saw.

A ship's gotta have its own way or it won't go.

Ships always come off the ways backwards like the members of a certain sex alighting from street cars.

It costs so much to keep one in operation.

Why, they are always calling at some place or another.

Because shipbuilders can't live without them.

Who ever won an argument from them?

There's plenty of scandal connected with their building.

Because they were held together with steel.

Because they were forever blowing off steam.

Because they frequently tossed their noses in the air.

—Exchange.

WHAT IS "EFFICIENCY"?

Efficiency is the ratio of the energy that is got out of the machine, the value you get out of your brain box, or the number of eels you catch in an eel rack.

Efficiency has meant so much in the past and it means so little now. It is a discarded, discredited estimate of energy and experience because of the word.

Into the steam engine we put heat energy, and take out mechanical energy; and this illustrates the fact that we do not always take out what we put in.

The people who have overworked this word efficiency (the unmentionable people) put a lot into a recent situation, but will take out nothing except the dregs of regret.

These people have taken out of all their terrible experience a lesson that the heart means more than the head.

Let us see if we can suggest a word to take the place of efficiency.

"Competent" is a comprehensive expression. "Capable" is a sensible term. Talent, ingenuity, capacity, qualification, skill and ability—all these are suggested words, but none of them seems quite to fit.

There is a word, however, that rises higher, means more to the world than all the word agencies of the past, and this one word is—Service.—The Silent Partner.

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(Signed) J. B. CASEY, Editor and Business Manager.

Sworn and subscribed before me this 18th day of March, 1922.

(SEAL)

ALLEN J. SEVER, Notary Public.

(My commission expires Dec. 15th, 1923.)

THE RAILWAY EMPLOYES DEPARTMENT CONVENTION.

The sixth biennial convention of the Railway Employees Department of the A. F. of L. assembled in Chicago April 10th, and was still in session when this was written. About 350 officers and delegates were in attendance. A number of able addresses were made by talented speakers, among whom were President Gompers of the A. F. of L., President O'Connell of the Metal Trades Department, President Woll of the Union Label Trades Department, President Walker of the Illinois State Federation of Labor, President Fitzpatrick of the Chicago Federation of Labor, Mr. Benj. C. March, Managing Director Farmers National Council and others. A voluminous report was issued by the officers of the department, giving in detail the transactions and activities of the department for the past two years. A large number of resolutions and amendments were introduced, one of these, providing for the election of an Executive Council, elicited a large amount of interest and debate and was only defeated by a small margin. The question of amalgamation came up and was defeated.

President Wharton, who has been a member of the Labor Board for the past two years, and was recently reappointed by President Harding for a five-year term, visited the convention during the second week of the convention and was given an ovation. While he was present the regular order of business was suspended and he was unanimously re-elected president of the department, and given an indefinite leave of absence. All of the other officers were also re-elected for another term by acclamation.

The question of raising the per capita tax to 10 cents per member

per month was defeated and it remains as formerly at 1½ cents. A number of minor changes were made in the laws up to the last information received, but the indications were that no very radical changes in laws or policies would be made.

THE LABOR BOARD STILL HOLDING HEARINGS ON WAGES.

The Labor Board is still busily engaged in hearings and arguments for and against on the application of the railroads for another wage reduction. Unlike its actions last year, in a similar case in which it cut short the hearings almost at the beginning of the testimony in behalf of the men, it is according each class of men a full hearing and these were still going on at this writing. What the outcome will be is still problematical, while conditions do not warrant a cut, the decisions of the Board, so far has been mostly in favor of the roads.

As for the management of the roads, it is evident to every one that they are not acting in good faith either towards the transportation law or their employes. Every advantage is being taken of the men and every discrimination possible is being practiced. Evidently they are not trying to settle differences or reach an equitable solution of them, but are trying to disorganize them. However, it will finally result to their disadvantage, their actions are so manifestly unfair as well as unwise, that the public is becoming disgusted and when the opportunity for action comes, it will register its feelings in no uncertain way.

EMPLOYES OF WESTERN MARYLAND RAILROAD CEASE WORK.

Because the officials of the Western Maryland farmed out its repair work to the "Dickson Construction & Repair Co.," thus breaking their agreements with their employes, summarily turning them over to the tender mercies of this concern and ignoring the Transportation Act, all shop employes, signalmen, maintenance waymen, etc., went on strike March 25th, to the number of about 2,500 men.

From all reports the strike is effective and the men have it well in hand. Immediately upon the calling of the strike officials of the road sought and secured an injunction against the men, but able and zealous counsel for the men fought the matter, and after a full hearing the judge issuing the injunction dismissed same.

This is an important fight and all of our members employed on railroads, especially, are interested in the outcome, as it is a challenge of the present move of the roads in farming out their shops and repairs to pocket concerns, which has been followed by a number of roads already and is likely to extend to many other roads, unless those now using it are forced to abandon same. Therefore, our members on all other roads should do all in their power in aid of this strike. So far, we believe the Labor Board has taken no action in this matter, although it did, some time ago, set in motion an investigation of the Erie Railroad because of complaint of it having farmed out its work too. In one case to a stable cleaner. We hope this strike will terminate in an early victory and all should do everything possible to bring this about.

Federal District Judge Rose, in dissolving the injunction showed clearly that he considered the action of the management of the road in farming out the repair work of the road a clear but cunning evasion of the Cummings-Esch law.

Public sentiment along the line of road is with the men and the large daily papers of Baltimore are showing a liberal if not friendly attitude towards them also.

Brother J. N. Davis, International Legislative Representative, is look-

ing after the interests of our members in this trouble, and has furnished this office with information in reference to the different phases of the trouble.

THE IDLE RICH DINING CHIEF JUSTICE TAFT, SAYS SENATOR NORRIS.

Some severe jolts were administered to our Federal Court System by Senator George W. Norris, in a recent speech in the senate, and incidentally criticized Chief Justice Taft for his activities in the social whirl of "high society" in the nation's capital. He gave it as his opinion that:

"No judge can stick his legs under the table of the idle rich every night and be fit the next day to sit in judgment upon those who toil."

In commenting on the provision of Cummings Bill now before congress, which provides that all senior circuit judges throughout the country would be sent to Washington at government expense once a year to confer with the chief justice and the attorney general, said:

"What will these judges do? They will meet the Chief Justice and will be dined every evening. They will be run to death with social activities. They will be killed with social favoritism before getting down to business, especially as it effects the Chief Justice, who dines somewhere every night."

Senator Norris advocated the abolishment of United States courts and conferring federal jurisdiction on states courts. He struck the key note to the present situation when he stated:

"There is something fundamentally wrong with our judicial system. I have reached the conclusion, from my own experience that the life tenure of office is not good for the people. While in theory, the judge appointed for life is removed from temptation and has nothing but the straight and narrow path to follow, it often occurs, but too often, it means the security of a life salary and a life position makes our judges indifferent and makes some of them forget the common people."

This is the chief cause for dissatisfaction with our federal courts today, the judges are appointed for life and subject to no authority, not even the president, who appoints them, after their appointment is confirmed by the senate, and the only way they may be removed is by impeachment by congress and this method is so cumbersome that it has only been invoked in a few cases in the past.

By this appointment for life, they are removed from all influence and touch with the people, and no matter how overwhelmingly sentiment is for anything they can and do disregard such with impunity. Let the law be changed to provide for their election by the people at stated periods, like the president and congress are elected, or even provide appointment for terms of four years and their careless indifference to the people's wishes and their judicial records will quickly be changed. That we will come to this change sooner or later, there is little question of doubt.

A SEATTLE JUDGE HANDS DOWN AN IMPORTANT DECISION.

In a recent damage suit for \$20,000 damages against Local 202 of the International Typographical Union of Seattle by the Pacific Typesetting Company, Judge Smith rendered a decision for the defense.

The suit was based on the action of the local union in calling out its members employed by the plaintiff in operating typesetting machines, because work from shops where other of its members were on strike was accepted. In rendering his decision Judge Smith said:

"In a few words, the question for solution here is, can the defendant order out of the service of plaintiff its union employees against their own wish and desire, because those employees are operating printing machines used by plaintiff to do work for parties with whom defendants are in industrial warfare? Without further delay in the investigation of almost endless cases, I will say that my reading of the authorities leads me to an affirmative conclusion. The defendants may order out its union members, even though thereby injuring plaintiff, and yet do not actionable wrong. I shall not attempt to cite the cases. They are too numerous on both sides. Individually a man is at liberty to refuse business relations with any other person with or without any reason therefor, the same right is accorded to a group of men associated for common welfare. Such a group or union of men may take such action as circumstances may require for the furtherance of their own lawful interests, so long as they do not act maliciously towards

others, or needlessly interfere with the rights of others. This may result in the injury, directly or indirectly of others, but such injuries are incidental to the conduct of competitive industry under the prevailing methods and practices of settling disputes between the employer and the employed and constitutes no actionable wrong."

The judge further pointed out the fact that the plaintiff in accepting work from the struck shops was giving aid to them in defeating the local in its efforts for industrial betterment of its members, had they refrained from extending this aid, no complaint would have arisen.

This reasoning and decision is fundamentally sound and comes as a refreshing relief from the wild contorsions and miscarriages of justice in a majority of labor cases in recent years, and should have a far reaching effect in future cases that may arise.

THE WORLD'S SHIP TONNAGE FAR IN EXCESS OF NEEDS.

According to Lloyds Register the present gross shipping tonnage of the world is nearly 13,000,000 tons greater than in 1914; 12,000,000 of this is due to the great increase of our merchant marine, which increased from a total gross tonnage of 5,368,194 in 1914 to 17,026,002 in 1921.

The world's gross tonnage 1914, we are told was 49,089,552 and in 1921 it was 61,974,653 tons. While the world's tonnage has increased about 26 per cent since 1914, the volume of freights at the present time is fully 50 per cent less; this in a large measure accounts for the stagnation in shipbuilding. Evidently the amount of tonnage sunk during the war was not as great as reported, or else British shipyards built ships far beyond their former output, as that country is credited with having 19,256,766 gross tonnage in 1914 and in 1921 it had 19,571,554 tons. France had a gross tonnage in 1914 of 2,319,438 and in 1921 this had increased to 3,652,249 tons, an increase of about 63 per cent.

While shipbuilding employers of the world are crying for reduced wages, this if put into effect would not materially help revive the industry at this time, evidently the world's freightage will have to increase very largely over its present volume so as to absorb this increased tonnage before this industry will be in a prosperous condition.

The limitation of navies of the world, recently agreed upon, has made the situation worse, from a shipbuilding standpoint, as that part of the shipbuilding forces engaged in this class of work, are either idle or transferred to a different class of work. No doubt a large percentage of the tonnage listed as available for use, is in reality worn out hulks that should be scrapped, but owing to the increased cost of material and consequent cost of building new vessels, are held on the list and if cargoes could be secured, a chance would be taken in moving same, even if the lives of the crews manning them were placed in serious jeopardy.

Recent reports of what is taking place in Europe indicates the possibility of a postponement of the carrying out of the agreement to scrap a large part of the navies of the world; at least we believe it would be the part of wisdom to do so, until a much better desire for peace by the nations of the world was brought about. In the meantime, we hope business will rapidly revive and soon absorb the present surplus tonnage and that a prosperous era of shipbuilding be ushered in.

THE JONES SHIPPING SUBSIDY BILL THOROUGHLY BAD.

The more one ponders over the terms of the Jones Shipping Subsidy Bill, S. 3217, the more vicious and dishonest it becomes, as it tears down all of the conditions secured by the seamen of our country, makes pos-

sible the manning of all American vessels with Chinese crews and offers a means for the ship owner to dump hordes of Chinese in the United States at an enormous profit to themselves, and square the account by merely paying a nominal fine.

In fact the whole scheme is an effort of big business to rob the American people of hundreds of millions of dollars. It is proposed to sell the large fleet of steamers owned by the government costing billions of dollars, at about one-tenth of their cost, and allow fifteen years in which to make payment. It is further proposed to create a revolving fund of \$125,000,000 to loan at 2 per cent interest to these purchasers and at the same time to pay a total of \$32,000,000 a year in subsidies. At the same time it is proposed to dispose of the army and navy transports and turn over to the ship owners, the transportation of troops and supplies to our insular possessions in all parts of the world, no doubt to be paid for at fancy prices, and amounting to many millions of dollars each year.

Provisions are made for transferring sailors from the navy to man merchant vessels whenever it is deemed desirable or necessary. It is further provided that the Shipping Board may give American registry to any foreign built vessel, when in their opinion it is necessary or advisable. No provision is made, however, to require repairs to vessels in American yards, these may be made anywhere the owner desires. We are told the Shipping Board holds \$500,000,000 of government bonds and it is presumed these will be sold to provide for the revolving fund and keep it at the full amount of \$125,000,000 at all times.

During the war when the hundreds of vessels were being built, the American people were under the impression that when the war was over and peace established these vessels would be used by the government in opening up and developing new fields of commerce and trade with other nations, and we believe that with an honest and efficient management that the government could do this best and at a net cost of much less than the amount of the proposed ship subsidy. But such an arrangement does not meet with the approval of special interests and private graft, so it is proposed to open up the treasury to them to the tune of billions of dollars and lay a heavy tax on the people for the next generation to maintain them in luxury. We are told a large and influential lobby is now in Washington to help put this over. If you believe this is unwise legislation, then write your congressman and senators and tell them so and ask their help in defeating it.

THE INTERNATIONAL EXECUTIVE COUNCIL IN EXTRA SESSION.

The International Executive Council of our Brotherhood was called by President Franklin to assemble in Chicago on April 10th at the same time and place for the opening of the Railway Employees Department Convention. The call stated that many questions would likely come up at the Department Convention that would call for action by the Council.

Up to this writing no information has been received, as to what business had been transacted. However, the published proceedings of the Railway Department Convention, indicate that all members of the Council were in attendance.

THE NON-PARTISAN POLITICAL MOVEMENT MAKING RAPID PROGRESS.

From all sections of the country comes encouraging reports of activity of the farmers and workers for the success of the non-partisan political movement, and if it continues to make the same degree of pro-

gress until election time next fall, a large number of Farm-Labor Bloc congressmen will take their seats in congress, with at least the balance of power in the house, and a number of governors will be active adherents to the movement.

It seems to be a toss up between South Dakota and Oklahoma, as to which has been making the most progress, and Iowa, Minnesota and several other states are coming along with rapid strides. In South Dakota, a talented and able young lady, experienced in the affairs of state, Miss Dailey, has been unanimously nominated by the non-partisan party as candidate for governor, and former Governor Frazier was nominated for United States senator. In Oklahoma, the present mayor of Oklahoma City, and formerly a railroad conductor was nominated for governor with fine prospects of election. Now is the time for activity so that the right kind of men may be nominated by all parties and where this cannot be accomplished, independent candidates provided for.

Labor's efforts in the political field, in the past, has been indifferent, scattered and without a set purpose, and as a consequence its voice in the halls of legislation has been all too weak, now, however, with a clearly defined program and uniting forces with the farmer, they should and no doubt will secure a fair representation. However, to accomplish this every one should get busy and help in every way possible.

DEATH OF FORMER INT. DEPUTY ORGANIZER WARREN.

We regret to have to chronicle the death of another old and faithful member and officer of our organization, that of Brother Nelson Warren of Lodge 84, Grand Rapids, Mich., and a former International Deputy Organizer, who passed away recently, after an illness of nearly two years. Brother Warren has a splendid record for fidelity and zeal as an officer and member, and he will be missed by all who knew him. The Journal joins in extending its sincere sympathy to the members of his family in their bereavement. May he rest in peace.

DEATH OF THE WIFE OF FORMER INTERNATIONAL ORGANIZER KRIEPS.

Recently the sad message announcing the death of the beloved wife of Brother Martin Krieps at their home in Superior, Wis., was received, and while she had been sick for more than two years, it was none-the-less a severe blow to her sorrowing husband and children, and the Journal joins the many friends of Brother Krieps throughout the country in extending sincere sympathy to them in their affliction.

Brother Krieps was one of the pioneer organizers for our Brotherhood and did yeoman service in that capacity for a number of years, and is now a boiler inspector for the State of Wisconsin.

Mrs. Krieps leaves seven children, three daughters and four sons, as well as a large number of relatives and a host of friends. May she rest in peace.

A SONG OF MUCH INTEREST TO MEMBERS OF ORGANIZED LABOR.

We are in receipt of a copy of a song entitled, "Don't forget the Union Label," by that gifted song writer, Brother Thos. H. West, who is also Labor Editor and poet. Brother West wrote "Stick to Your Union," "Our Grand Old Man," and other songs which had a very large circulation. He has also written a large number of poems and between times edits and manages the Labor Herald of Kansas City, Mo.

THE ILLINOIS BRANCH OF THE PLUMB PLAN LEAGUE TO HOLD CONVENTION.

We are requested to announce that the Illinois state branch of the Plumb Plan League will hold its convention at East St. Louis, July 9 and 10. Extensive preparations are being made and a large attendance is anticipated. The purpose of the League is to promote the public ownership and democratic operation of the railroads in the United States, and therefore is of special interest to our members employed in the railroad industry.

As East St. Louis is famed for the hospitality of its people, no doubt all who attend this convention will be shown a good time. Mr. James W. Short, 1819 Weiman Ave., East St. Louis, Ill., is Secretary-Treasurer, and in charge of arrangements and will no doubt be glad to answer any inquiries concerning same.

QUOTATIONS.

It is not good to speak evil of all whom we know bad; it is worse to judge evil of any who may prove good. To speak ill upon knowledge shows a want of charity; to speak ill upon suspicion shows a want of honesty. I will not speak so bad as I know of many; I will not speak worse than I know of any. To know evil by others, and not speak it, is sometimes discretion; to speak evil by others, and not know it is always dishonesty. He may be evil himself who speaks good of others upon knowledge, but he can never be good himself who speaks evil of others upon suspicion.—Warwick.

Government is the creature of the people, and that which they have created they surely have a right to examine. The great author of nature, having placed the right of dominion in no particular hands, hath left every point relating to it to be settled by the consent and approbation of mankind. In spite of the attempts of sophistry to conceal the origin of political right, it must inevitably rest at length on the acquiescence of the people.—Robt. Hall.

There never was any heart truly great and generous that was not also tender and compassionate; it is this noble quality that makes all men to be of one kind; for every man would be a distinct species to himself were there no sympathy among individuals.—South.

The two most precious things on this side of the grave are our reputation and our life. But it is to be lamented that the most contemptible whisper may deprive us of the one, and the weakest weapon of the other. A wise man, therefore, will be more anxious to deserve a fair name than to possess it, and this will teach him so to live as not to be afraid to die.—Colton.

Truth is the object of our understanding, as good is of our will; and the understanding can no more be delighted with a lie than the will can choose an apparent evil.—Dryden.

If the passions of the mind be strong, they easily sophisticate the understanding; they make it apt to believe upon every slender warrant, and to imagine infallible truth when scarce any probable show appeareth.—Hooker.

STRIKES NOW IN FORCE.

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)
 Billberg Boiler Works, Houston, Texas. (Strike on.)
 Felipe Oil Works, Franklin, Pa. (Unfair.)
 The Lucey Mfg. Co., Chattanooga, Tenn. (Strike on.)
 Morse Bros. Mach. & Supply Co., Denver, Colo. (Unfair.)
 Cramps Ship Yard, Philadelphia, Pa. (Strike on.)
 Ajax Boiler Works, Denver, Colo. (Unfair.)
 S. F. Bowers & Co., Inc., Fort Wayne, Ind. (Unfair.)
 Provo Foundry and Mach. Co., Portland, Me. (Strike.)
 Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)
 Riter-Conley Co., at Paragon Oil Co., Toledo, O. (Strike on.)
 Mathison Alkali Works, Saltville, Va. (Strike on.)
 Lebanon Boiler Works, Lebanon, Pa. (Unfair.)
 McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)
 Dominion Shipbuilding Yard, Toronto, Ont., Can. (Strike on) on work being done by the Collingwood Shipbuilding Co., for the Dominion Government.

Atlanta, Birmingham & Atlantic R. R. (Federated strike on.)
 Missouri & North Arkansas Ry. (Federated strike on.)
 Minneapolis Threshing Machine Co., Hopkins, Minnesota. (Strike on.)
 Coatsen Refining Co., Tulsa, Okla. (Lock out.)
 Higgins Bros., Bayonne, N. J. (Unfair.)
 Vulcan Iron Works, Wilkes Barre, Pa. (Strike on.)
 Wilmington Iron Works, Wilmington, N. C. (Unfair.)
 Wilson Bros., Hoboken, N. J. (Unfair.)
 Lake Erie Boiler Works, Buffalo, N. Y. (Strike on.)
 J. D. Cousins & Sons Boiler Works, Buffalo, N. Y. (Strike on.)
 Salt Lake Boiler & Sheet Iron Works, Salt Lake City, Utah. (Unfair.)
 J. D. Cousins Boiler Works, Buffalo, N. Y. (Unfair.)
 Lake Erie Boiler Works, Buffalo, N. Y. (Unfair.)

Official

PROPOSED AMENDMENT SUBMITTED. BY L. 454 (2nd Publication).

Kansas City, Kansas, March 16, 1922.

To the Officers and Members
of All Subordinate Lodges.
Greeting:—

In accordance with Article X, Section 1, of the constitution adopted at the Thirteenth Triennial Convention, I am submitting herewith a proposed amendment to the constitution adopted by Lodge 454 of Chicago, Ill., which proposes to amend Article XIV, Section 1, International Lodge Constitution.

In addition to the issuance of this circular the proposed amendment will be published for two months in the Official Journal, which will be for the months of April and May. If twenty per cent of the lodges in good standing endorse the proposition it will then be submitted for a referendum.

For this vote all it requires is a lodge vote, which should be sent to the International Secretary-Treasurer not later than ten days after the close of the voting limit as prescribed in Section 1 of Article X.

With best wishes, I am, yours fraternally,
J. A. Franklin, International President.

PROPOSED AMENDMENT TO THE CON- STITUTION AS ADOPTED BY LODGE 454, CHICAGO, ILL.

Chicago, Ill., Jan. 31, 1922.

Mr. J. A. Franklin,
International President,
Kansas City, Kansas.

Dear Sir and Brother:—

The enclosed amendment to the constitution was regularly moved and seconded and discussed at three regular meetings of Local No. 454, B. M., I. S. B. & H. of A. and passed at each meeting without a dissenting vote being cast against it.

Brother Franklin, just at the present time, perhaps, you are well aware that there is urgent need of such an amendment or something similar to it. Organized labor now, as in the past, is practically muzzled by a majority of its constitutions, while Big Business or Organized Capital has gathered to themselves everything that was in sight, and down it through the channel that is timid to the working class, political action and the discussion thereof.

We cannot scare organized capital by being affiliated with a Labor Organization alone. They laugh at us and treat promises and agreements like scraps of paper. We cannot scare them by going on strike, they call in new laws to suppress us, but we can scare them by voting solidly for candidates who are members of our own

class, chosen from amongst the ranks that toil and leave their hand-picked candidates serenely alone.

This alone, Brother President, can only be brought about by the discussion of such matters at the proper time and through the proper channels.

Trusting, Brother President, that this amendment will meet with your approval, we beg to remain, yours fraternally, Walter Love, Rec. Sec. Committee: William Kelly, Charles A. Leahy, Walter Love.

Article XIV, Section 1, to be amended to read:

The discussion of creed or nationality shall be strictly prohibited, nor shall any insulting language be permitted, while any subordinate lodge of this Brotherhood is in session.

The discussion of political economics concerning the welfare of the members of this Brotherhood and the labor movement in general, will be tolerated. Said discussion not to exceed thirty minutes at any one regular meeting.

PROPOSED AMENDMENT SUBMITTED. BY LODGE NO. 179 (2nd Publication).

Kansas City, Kansas, March 16, 1922.

To the Officers and Members of all Subordinate Lodges:

Greeting: In accordance with Article X, Section 1 of the Constitution adopted at the Thirteenth Triennial Convention, I am submitting herewith a proposed amendment to the Constitution as adopted by Lodge No. 179 of Denver, Colo., which proposes to amend Article I, Section 9; Article I, Section 10; Article I, Section 11; Article VII, Section 11, and Article VIII, Section 2, International Lodge Constitution.

In addition to the issuance of this circular the proposed amendment will be published for two months in the Official Journal, which will be for the months of April and May. If 20 per cent of the lodges in good standing endorse the proposition it will then be submitted for a referendum vote.

For this vote all it requires is a lodge vote, which should be sent to the International Secretary-Treasurer not later than ten days after the close of the voting limit as prescribed in Section 1 of Article X.

With best wishes, I am, yours fraternally,
J. A. Franklin, International President.

PROPOSED AMENDMENT TO THE IN- TERNATIONAL LODGE CONSTITU- TION AS SUBMITTED BY LODGE 179, DENVER, COLO.

After carefully following and noting the

discouraging vicissitudes as manifested in the spectacular controversy recently staged and so mysteriously closed by the Big Four Brotherhoods: We, the members of Local No. 179, I. B. of B. M. I. S. B. & Helpers of America, believe and declare it is in due time and proper that our International Constitution should be changed in such manner as to avoid the ridiculous burlesque as staged by the Big Four. Therefore, we initiate the following changes in our International Constitution for the required endorsement and final enactment by the membership:

Sanction of Strikes.

Article I, Section 9, shall be changed to read as follows:

The International Executive Council shall grant sanction for moral or financial support to any lodge or lodges to strike when grievances are properly submitted to the International President's office on grievance blanks furnished by the International Secretary-Treasurer when accompanied by eighty per cent (80%) of the votes of all members in good standing covered by said grievance in favor of declaring said shop or shops unfair to organized labor.

Power of Executive Regarding Strike Benefits.

Article I, Section 10, be stricken out in its entirety.

Article I, Section 11, shall read as follows:

The International Executive Council shall not have power to withdraw any financial assistance from any lodge or lodges on strike while there remains any finances in the strike fund, until such strike be declared lost by two-thirds ($\frac{2}{3}$) majority of all members directly affected on date of declaration.

Strikes—Power to Call.

Article XII, Section 11, shall read as follows:

District lodges shall have power by an eighty per cent (80%) vote to call strikes, in accordance with Article VII, Section 9 of International By-Laws.

Article VIII, Section 2, the first thirteen words shall be stricken out and substituted by the following words:

"When a strike has been declared in accordance with Article I, Section 9" as revised.

Beginning with the word "no" on line nine and ending with the word "Council" (inclusive) line twelve be stricken out.

Submitted by Lodge No. 179, meeting January 4th, 1922. H. Shaffroth, secretary.

Reasons for the Amending of the Constitution.

Whereas, we, Local No. 179 of the I. B. of B. M., I. S. B. & Helpers of America, find ourselves confronted by a condition

heretofore unknown to our organizations. A condition in which the judiciary, without power of statute, have arrogated unto themselves the power by injunction to restrict and hamper the actions of our organizations, and

Whereas, we find them using this arrogated power in an unprecedented manner by intimidating and casting in prison some of the international officers of the various brotherhoods; namely, of the United Smelter and Mine Workers and Building Trades, and

Whereas, these judicious servants of the master class boldly threatened the international officers of the Big Four Brotherhoods with incarceration in a Federal prison if they issued a call to strike, thereby disorganizing all the preparations made by said organizations for nation-wide strike, placing the whole Railway Department of the American Federation of Labor, as well as the Big Four Brotherhoods, in a most contemptuous and dishonorable position in the eyes of the labor movement in general. We believe in respect to our officers, believing that it is not just that they should shoulder all the responsibility of directing our organization in its struggle for better conditions under which we must work, only to face a prison sentence if they stand loyally by their oath of office and send out the call to strike. Therefore, with sincerest motives and realizing the seriousness of so radical a change, we believe it justifiable to the ends desired. If these amendments be adopted we further recommend that all strike votes thereafter printed shall read as follows:

"If our representatives are unable to make satisfactory settlement of all grievances coming under the jurisdiction of this ballot on or before _____ day of _____ we declare all the shops and industries covered by this ballot unfair to organized labor."

It is then understood that immediately after the date stipulated on ballot the shop will be unfair to organized labor, and every man, by his own vote, has called himself out on strike, thereby taking the responsibility of calling the strike off the shoulders of the leaders and placing it on every individual affected.

Therefore, Be It Resolved: Should these amendments be adopted by the membership that the Executive Council be, and is herein instructed, to use their influence and any power that may be invested in them to adopt this method in the Railway Department of the American Federation of Labor.

Adopted by Lodge No. 179, meeting January 4, 1922. H. Shaffroth, Secretary.

If treated promptly and properly by a reliable doctor or at a Government or a State Board of Health clinic, venereal diseases can be cured.

International Officers' and Organizers' Reports

REPORT OF INTERNATIONAL SECRETARY-TREASURER FLYNN.

Due to the present industrial depression, many of our members have been out of employment for several months, and have been required to leave their home cities to seek employment, and for the protection of our members who are unable to report to their local secretaries each week, for out-of-work receipts, as per Article 7, Section 5, Subordinate Lodge Constitution, the Executive Council, at their regular annual meeting in November, 1921, authorized the adoption of registration receipts to enable the traveling members to maintain their continuous good standing.

All of our subordinate lodges have been furnished with a supply of the registration receipts, with full instructions as to how they will be issued. The registration receipts are furnished free and all subordinate lodge secretaries should have a sufficient supply on hand to assist our members in maintaining their continuous good standing, so that their benefits will not be jeopardized. Our members should not become confused between the registration receipts and the out-of-work receipts, as the duplicate out-of-work receipts are recorded in the international secretary-treasurer's office, in the same manner as the other official receipts and a member's good standing is based upon that record. The registration receipts are not recorded in the international secretary-treasurer's office.

There is no reason why a member of our brotherhood should become delinquent, as our laws are very liberal in this respect and affords every opportunity for our members to protect their continuous good standing, in our organization. For an illustration: Say Brother John Doe was sick or had met with an accident and is unable to work, Brother Doe can protect his benefits by applying for receipts under Art. 7, Sec. 4, Subordinate Lodge Constitution and the receipts will be furnished without cost, by the International Lodge. Again, if Brother Doe reaches the age of sixty (60) years and desires to retire, or unable to work at the trade, he can protect his continuous good standing by applying for exemption, as per Art. 7, Sec. 3. Again, if Brother John Doe

is out of employment, for one calendar month he can protect his benefits by the application of Art. 7, Sec. 4, and if Brother Doe is required to seek work elsewhere and unable to find same, his continuous good standing is maintained by applying for registration receipts, as has been explained.

Our members should give the question of continuous good standing serious thought, as it is of great importance, to our members, to protect their benefits. A large number of claims have been disqualified because our members have failed to take advantage of our very liberal policy, in keeping their continuous good standing intact. In the year of 1921 our Brotherhood paid out of our death and disability fund to members who were disabled and to the beneficiaries of our deceased members, the following amount, \$53,608.83. That proves conclusively the necessity of protecting the benefits, by maintaining your continuous good standing. Several of our sister organizations, in the A. F. of L., have adopted and put into effect the life insurance plan, for their members at a very nominal cost, and I believe that our Brotherhood could work out some feasible plan of life insurance, that will provide that very necessary protection for our families for a much lower cost than we are now required to pay in the regular Old Line Insurance Company, or a fraternal insurance society.

The Brotherhood of Electrical Workers have adopted an insurance plan which gives their members graduated policy from one (1) to five (5) years of continuous good standing from \$300 to \$1,000 at the nominal cost of \$10 per year, payable in monthly installments, in connection with their regular per capita tax. I haven't the space to go into this insurance question, in detail, at this time, but I trust that these few suggestions will be given due consideration by our members and in the intervening sixteen (16) months before our next triennial convention, we will have some feasible and practical plan ready to submit to the delegates for their consideration. Respectfully submitted, Joe Flynn, International Secretary-Treasurer.

REPORT OF INTERNATIONAL VICE-PRESIDENT JOS. P. RYAN.

(Period March 16th to April 15th, 1922, inclusive.

Chicago, Ill., April 16, 1922.

McComb, Miss. Lodge 315 and Federated Meeting.

March 17th, by arrangement Brother McConnell, business agent, District Lodge No. 20, and the writer attended a federated meeting of all shop trades at McComb, Miss. A good attendance resulted and we endeavored to advise those present as to

the many matters transpiring with reference to their agreement and the wage question which is still pending consideration before the U. S. Labor Board. We also met with Lodge No. 315 in the evening. Several grievances were ironed out and Brother McConnell secured satisfactory settlement with the management on the 18th before we left McComb, Miss. We parted company on the 18th having completed our trip, Brother McConnell returning to Chi-

cago while the writer returned to New Orleans, La.

Smoker and Regular Meeting Lodge No. 37 and Regular Meeting Lodge No. 442.

Addressed 250 members of Lodge No. 37 on the 20th with Vice-President Brother John Coots. This meeting was well attended and Brother Coots and the writer advised the members of Lodge No. 37 that only by properly convincing the Metal Trades Association of New Orleans, La., could the proposed wage reduction be avoided. Thursday, March 24th, Vice-President Coots and the writer attended a regular meeting of Lodge No. 37 and assisted in the taking of the strike vote against a further reduction in pay. I am pleased to report that since my departure from New Orleans, March 25th, Vice-President Coots and the Metal Trades Council Committee were successful in reaching a settlement with the N. O. Metal Trades Association, whereby the present wages of 75c and 45c per hour will remain in effect indefinitely. On Tuesday, March 2, Brother Coots and the writer addressed a meeting of Lodge No. 442 on railroad matters in general. I also handled some matters with Lodge No. 442, pertaining to District 6 and District 20.

Baton Rouge, La., Vicksburg, Miss. Lodge 56 Information.

Leaving New Orleans March 25th, the writer visited the officers of Lodge No. 582 enroute to Vicksburg, Miss. Arriving at Vicksburg March 28th. Met with the members of Lodge No. 56 on that evening. Owing to the extensive reduction in force and other matters it was agreed to return the charter and property of Lodge 56 to the International and to transfer all of our members at Vicksburg to Lodge 180, Memphis, Tenn. I have also made necessary arrangement to place the members at isolated points on the Y. & M. V. Ry. Having a number of delinquents at Vicksburg, Miss. I am pleased to report that they have paid up their dues, and are now in good standing in the International and will affiliate with adjacent lodges.

Received from the membership at Baton Rouge and Vicksburg, Miss., in connection with Lodge No. 56 in dues and reinstatement fees, \$78.80; received from Lodge No. 56, care of Secretary C. C. Williams, \$48.42; received in part payment delinquent members, \$47; total, \$174.22. Disbursements,

I. S. T., \$64.65; District Lodge No. 20, \$26; hall rent L. O. O. M., \$40; total, \$130.65; balance on hand pending complete payment reinstatements, \$43.57.

Traveling members are advised that Lodge No. 56 has been discontinued at Vicksburg and the members at Vicksburg and Cleveland, Miss., will merge with Lodge No. 180, Memphis, Tenn. The members at Baton Rouge will merge with Lodge No. 442, New Orleans, La. Leaving Vicksburg, March 31, the writer visited the secretary of Lodge 180, Memphis, on April 1st, making necessary arrangement for transfer of members from Vicksburg and left Memphis April 1st for headquarters. At headquarters until April 6. Arrived Chicago April 7th. At home 8th and 9th.

Railway Employees Department Convention and Executive Council Meeting.

April 10th to 15th inclusive I have attended the sixth biennial convention of the Railway Employees Department, A. F. of L. at Cascade Hall, Argyle street and Sheridan Road, Chicago. Approximately 350 delegates and officers of International, department and divisions are in attendance. Resolutions proposing to elect an executive council for the department from among the delegation was defeated. The vote was close, however. The roll call resulting in a total of 141 for and 138 against. On a craft vote the result was five against and three for. Machinists, blacksmiths and sheet metal workers voting for the resolution. Boiler makers, electrical workers, carmen, clerks and switchmen voting against the resolution. The verbatim roll call will be printed in the Convention Proceedings. On the issue of per capita tax to the railway employees department, a resolution providing for 10 cents, per member, per month was defeated after prolonged argument and the old law adopted providing for 1½ cents per member, per month was re-adopted. Resolutions proposing amalgamation of the shop trades are to come up for action in the convention.

In connection with the convention, President Franklin and the executive council have been holding evening meetings in order to dispose of the numerous cases which have been submitted to the council, at the Hotel Melbourne Chicago. With best wishes, I am, fraternally yours, Jos. P. Ryan, International Vice-President.

REPORT OF INTERNATIONAL VICE-PRESIDENT COOTS.

New Orleans, La., April 2, 1922.

Since my last report from February 1st to 3rd, I was at Council Bluffs assisting the auditing committee in straightening out the books of Lodge 164. While there I attended regular meeting of this Lodge, February 4th and 5th, at headquarters February 6th, 7th and 8th, at Burlington where the committee from Lodge 120 had entered into a new agreement with the Murray Iron Works, accepting a small reduction in pay but maintaining the 8-hour day and all over-

time at time and one-half. This firm had insisted on putting into effect the 9-hour day. February 12th to 18th at Mobile, attending the bi-annual meeting of District 32, and the meeting of L. & N. system federation No. 91, which I must say was one of the most harmonious meetings that I have had the pleasure of attending. All the old officers in all Districts and the Federation were unanimously elected. All International Organizations were represented at this meeting, also Division 3 by Presi-

dent Thomas Garvey and District 13 by Vice-President William Wand, better known as Scotty to the old timers.

While in Mobile I went over the situation existing in the contract shops with Business Agent LeBlanc and came to the conclusion that the time was not ripe for an organization campaign on account of the large number of men that were out of employment there at that time. February 20th to March 8th, at St. Louis, during which time I attended meetings of Lodges 27 and 322. Business is at a standstill in St. Louis, a large number of our members being out of employment which goes to prove that the theory of the employers that the open shop and wage reductions will bring about more work is all wrong. March 8th to 12th, at Muskogee, where the members of Lodge 504 had a number of grievances on the Midland Valley Railroad. In company with Secretary Kiddy I went to the shops, met the committee and the officials and it was understood that every thing would be straightened out satisfactorily. I also visited the shops of the K. O. and G. and found that they were about closed down, only four of our members being at work, but there was plenty of work to be done from the number of dead engines that were in sight. March 13th to 16th, at El Reno, where the Chicago Bridge and Iron Works were erecting a storage tank for the Rock Island Railroad. On going to the job I found that the work was being piece work with a bunch of non-union men. The foreman in charge told me all about how good the job was. He was paying 63 cents per hundred for driving 7-16 rivets and the men would work as long as they could see and the longer they worked the more money they could make. Some conditions I don't think. As this work was let by contract there was no way to do anything to make it right so we had to pass it up. While in El Reno I attended a special meeting of the Local Federation of Rock Island crafts. March 18th returned to Muskogee in response to a message that the Midland Valley officials had refused to do as they agreed. After I had left I again went to the shops and met the committee and the foreman and requested a meeting with the superintendent of motive power. He refused to meet the committee and the writer. We arranged for a special meeting, at which I found that there was a number of other grievances that had not been brought to the attention of the committee at this meeting. I instructed the committee

to arrange a meeting with the general manager on all cases and if they failed to get them adjusted to submit them to the railway department to be taken before the Labor Board.

On instructions from headquarters I left for New Orleans where the Metal Trades Association had given notice of another reduction in wages. On arriving there March 20th, I attended an open meeting and smoker arranged for the purpose of putting some pep into men. This meeting was well attended and was addressed by Vice-President Ryan, President Van Dorne of the Blacksmiths, Brother Sherman of the Machinists and the writer. I found that the bosses had given notice of a 10-cent per hour cut all around which would make the rates 65 and 35 instead of 75 and 45. After a number of meetings in which all organizations voted 100 per cent to resist any reduction at this time we met the Executive Committee of the Metal Trades Association on the 29th and informed them of the action of the men. After a lengthy discussion they agreed to inform us of their action not later than 4 p. m., March 31st. On that date we received a communication from them that they would not at this time put into effect the contemplated reduction. This means that the present rates and conditions will remain in effect. The result of those negotiations goes to show what can be accomplished when all crafts stand together with a 100 per cent organization, which I trust will be maintained in New Orleans. If this is done they can rest assured the bosses will think well before giving notice of another cut. During my stay here I attended a meeting of Lodge 442. At present in company with the committee we are visiting the shops who are not members of the Metal Trades Association, to have them signify their intentions in writing to pay the wages and conditions as exist in the agreement between the association and the council.

In conclusion I wish to state that in a number of instances most of our troubles in the shops are brought about by some of our members who after being promoted to a petty foremanship forget that they ever carried a card and also lose sight of the fact that they might soon have to work under the rotten conditions they try to impose on the men,

Yours fraternally, John Coots, International Vice-President.

REPORT OF INTERNATIONAL VICE-PRESIDENT NOLAN.

The following report on matters attended to and points visited during the month of March, and in accordance with orders from the International President's office, is as follows:

March 1st, was at Macon, Ga., leaving there on the 2nd for Salisbury, N. C., arriving afternoon of the 3rd in time to visit the Southern Railway shops at Spencer,

where the shops are located and a short distance from Salisbury by trolley car. Met several brothers of Lodge 226 at shops, including Brother Kennedy, secretary of the lodge, who kindly arranged a committee meeting in order to discuss a matter of much importance to several of the members, and was disappointed in not meeting Brother Wands, vice-president of District 13, who

was called to Washington, D. C., on business in connection with the Southern and Allied Lines Federation.

Committee meeting was held as arranged on the night of the 3rd going over the situation at the Spencer shops which was a very favorable report on the part of the committee with the possible exception of one grievance that later on was cleared up satisfactorily. A special meeting was arranged by the committee for the night of the 4th and with a large attendance of the members of 226 on that occasion. But when a special meeting was called to order something unusual occurred as the president of Lodge 226, Brother Brandon, offered prayer with all members standing and heads bowed in humble submission to the Supreme Power that rules the world. It was a solemn and befitting scene as the chair appealed to the good Lord for guidance in their deliberations and co-operation on the part of the members one with the other in the interest of a great and humane work of the American labor movement, may Brother Brandon's appeal on that occasion change the rotten and unhuman policy of many of the executives of the railroads who never consider that there is a very warm spot reserved for those who fail to realize or put into practice the Sermon on the Mount.

However, after prayer the Chair introduced the writer by telling the members present that Brother Nolan's last visit to Salisbury, N. C. was about nine years ago, and trusted that in the future occasional visits would be in order from an International Representative, as Spencer, N. C. was sure on the map of the labor movement, because of the fact that lodge 226 had many old timers and live wires among its membership who are always there with the goods when required in the interest of the International Brotherhood and its members.

And am pleased to report that special meeting March 4th was a success as many questions were asked and misunderstandings cleared up before meeting adjourned, and further desire to express to the committee from lodge 226 my appreciation of their efforts in making special meeting a success.

My next visit was lodge 219, Wilmington, N. C. and on reaching there had the pleasure of meeting a few old timers, Brothers Lyon, Strain, Crambo, Newton and Curry, and from information given me a strike was on in the Tar-Heel City, as our members employed at the Wilmington Iron Works and sanctioned by the Executive Council, because of a reduction in wage that forced the Boilermakers to come out or accept starvation conditions, from 90 cents to 80, from 80 to 76, from 76 to 65, and from 65 to 60 cents an hour, accepted three reductions with just a mild protest on the part of all crafts and of course the Company took it for granted there would be no strike, no matter how many cuts in wage were made, and for that reason every once in a while another reduction was posted and the game

went on, with (Bunker) at the bat, who is Manager of the Wilmington Iron Works. Had quite a long conference with that Gentleman and a committee of the strikers with me. Every argument was presented to him to prove that the reductions made was unreasonable, and not in accordance with wage paid Boilermakers in other sections close to Wilmington, N. C. However, he would accept no settlement of any kind and wound up with the following statement, unless the employees accept reductions the shops will have to close. My answer was that the Boilermakers of Wilmington, N. C. will go the limit in order to help him to keep shops closed until such time as they, Boilermakers and White Helpers, are recognized as a business factor in the successful operation of the Wilmington Iron Works, and trust that all Brothers looking for employment will keep away from there until such time as a satisfactory settlement is made with lodge 219 of Wilmington, N. C.

And realizing that no settlement of strike could be effected in that Burg I left for Rocky Mount, N. C., where one of the shops of the Atlantic Coast Line Railway is located, and has been for many years. On reaching there I met Brother Bolton, President of lodge 239, who arranged a special meeting for March 15, and I must say meeting was not attended as it should have been and for what reason I fail to understand, as many of the members that should have been there were conspicuous by their absence. However, special was held just the same, and many interesting matters in connection with local 239 came up for discussion by the members and explanation by the writer which I trust will impress on the entire membership of the Rocky Mount lodge that the International Brotherhood and its local lodges is a business proposition and the smallest grievance that would effect their present or future welfare should be acted on and adjusted by all the members when possible, to be present.

When meeting adjourned I told several of the Brothers I would leave for home the following morning, March 16. However, it's my intention to visit Rocky Mount at the first opportunity in order to be present at a regular meeting of lodge 239.

On my return home I attended meetings of lodges 57 and 298; also several meetings of the C. L. U. of Portsmouth, Va., and when one considers the industrial situation and the length of time that hundreds have been out of employment in ship yards, contract shops and Government Navy Yard, nevertheless, the local labor movement in Tide Water, Va., is in fairly good shape, as the last special meeting of the Portsmouth C. L. U. convinced me of the fact that owing to the large number of delegates present representing the affiliated local organizations.

At present there is a grievance pending between the Seaboard Air Line Railway Company and the Railway Organizations and later on in my next report in Journal

may be able to fully explain what's going on on the Seaboard Railway. Several officers representing the Federated Crafts on system and also the Federated Board of system federation have held several meetings with the management. However, nothing was done, unless to refer the grievance to their respective Internationals, and the Employes Railroad Department for a decision.

I mentioned in last report that the Boilermaker's lodges in the State of Virginia had a boiler inspection bill introduced in both Houses of the State Legislature and was referred to a joint committee of the House and Senate for a public hearing on

bill, but, in the face of the fact that such legislation is an absolute necessity, and for reasons well understood by any one who puts human life below the dollar mark, yet the Insurance People and other Corporations who are in business for profit was able to prevent the Boiler Inspection Bill from being reported out by joint committee. However, we are still on the job and not defeated by any means, will go after a Boiler Inspection Bill again, and again, if necessary, until a law is enacted in the state of Virginia to protect human life against boiler disasters.

Fraternally yours,

THOS. NOLAN, I. V. P.

Correspondence

New Orleans, La.

Dear Sir & Brother:

It is not very often that Lodge No. 442 requests a personal favor of any kind, but we are going to ask you at this time to print a set of resolutions, together with the speech of Representative James O'Connor, from New Orleans, Louisiana, at Washington, D. C., on "UNEMPLOYMENT."

We would also like to have the photograph of Mr. O'Connor put in the Journal. This gifted young gentleman has always been listed one hundred per cent by the American Federation of Labor.

We are going to ask you also to forward a copy of our Journal to Mr. O'Connor when you print our request, which we hope will appear in the May issue.

Trusting you will not fail us in this instance, and extending to you our warm personal regards, and with best wishes, we remain, Respectfully and fraternally yours, Lodge 442, By Geo. E. Meyer, Secretary; Geo. M. Falls, President.

Resolutions.

Whereas: The Honorable, James O'Connor, representing the 2nd Louisiana Congressional District, in a speech before the House of Representatives, on "Unemployment," scathingly defended the American Federation of Labor and Organized Labor, in general. We feel it to be our paramount duty to offer in behalf of that scholarly gentleman, and gifted orator, the following resolution:

Be it Resolved that we, the members of Greater New Orleans Lodge No. 442 of the city of New Orleans, State of Louisiana, in regular session at McMahon Hall, on Tuesday, March 21st, 1922, extend to the Hon. James O'Connor, at Washington, D. C. our unlimited appreciation of the magnificent outburst of oratory with such a remarkable speech before the House of Representatives no "Unemployment."

Be It Further Resolved: That a copy of

this resolution, together with a copy of the speech by this brilliant, loyal Orleanian, be spread on the minutes of our meeting, a copy be sent to our Journal for publication in the next issue, and a copy forwarded to the Honorable, James O'Connor at Washington, D. C., thanking him for his untiring and masterful efforts in behalf of oppressed labor in the past, and his unswerving defense of the American Federation of Labor when attacked by unscrupulous, anti-labor bodies, and such men as Representative Blanton and the hoarders of predatory wealth, as the Steel Trust and other kindred organizations, who never fail to try and grind the bones of Honest Labor into dust, when the opportunity presents itself.

By the Brotherhood of Boilermakers, Iron Ship Builders & Helpers of America, Local Lodge No. 442. Joseph T. Shea; John H. Mocklin; Jno. McCabe, Committee. Attest: G. M. Falls, President; George E. Meyer, Corresponding Secretary.

Manchester, Ga.

THE A. B. & A. R. R. STRIKE UP TO DATE

March 5, 1922, was the beginning of the second year of the finish fight being waged on the A. B. & A. R. R. between the Management and the members of fourteen organized crafts and the unorganized crafts or common labor, Road Masters, Yard Masters and all other classes of employees below the rank of Assistant Superintendent, who walked out in a body March 5, 1921.

A few men in the Maintenance Department were starved back to work as this organization pays no regular benefits but in all other crafts we have not lost a half dozen men. One boss boiler Maker at Fitzgerald, Ga., put on his real colors and is now scabbing there.

Since the beginning of the strike they have averaged about \$150,000.00 a month loss even after putting the wage cut into effect they wished to force upon us and even cutting wages a second and in some instan-

ces a third time and when you consider that materials bought before the strike which helped to create the deficits charged against our "high" wages, were on hand for six months and didn't have to be bought. They have used up all their surplus materials and have done only enough repair work as was absolutely necessary to keep a few trains moving and owe for practically everything used for the past six months including about \$75,000.00 worth of coal. We understand their credit for fuel and materials has been shut off and the Mortgage and Bond Holders have entered foreclosure proceedings. The track is in the worst condition it has ever been in, the ties being rotten, the bridges about to fall in and generally dangerous to run over. The engines are all going through the back shop for a coat of new paint but we know paint would never pull any tonnage and they haven't fooled us for a minute.

The men on the A. B. & A. R. R. have been fighting all the money power of the country, the general public through the city and town governments, banks and commercial bodies and practically the government itself. Our members have been persecuted by framed up charges and arrested for misdemeanors, arson and murder and some of our boys have spent months in jail not even being allowed to make bail. Scabs have been plentiful and they have had enough men at different times to operate the Penn. R. R., and in spite of all these odds and in spite of a constant bombardment of propaganda and intimidation from all sides our men have stood firm and have proven to the world that notwithstanding all the propaganda, tricks, nor all the money capital can command, nor all the dirty scabs in existence, can prevail against the determination of a body of loyal union men, who are in the right and know it, when they have the grit to stay with them to the finish.

Receiver Bugg has made his third unsuccessful effort to secure Federal financial aid and now it looks as if the foreclosure proceedings is a move for his abdication. We are waiting to see what will come next but are striking right on and our picket lines are maintained day and night. Among the men on our picket lines is Brother Mike Riley, one of the organizers of the Machinists and an old Western Boomer Machinist named Nate Cafferty and Yours Truly, who has been a boomer in his day. And this is my first experience in walking line with Engineers, Conductors, Car Pecks, Clerks or Trainmen and brothers you will go far to beat this combination.

The train organizations have paid a more liberal benefit than the shop crafts and in addition many of the organizations on other roads have raised and sent in voluntary donations but very little aid of this kind has been received by us shop men, especially the Boiler Makers. But, notwithstanding, we are right here with them. On account of the slender benefits and scant donations we have had more men forced away to other points than many of the organizations as

they were literally starved out, but I am glad to say the only skunk to return to work scabbing was the one referred to above. Many of our brothers are staying here sacrificing all their savings rather than give up the fight when victory seems so near.

We have entered the second year of the struggle with the determination to stick it out to a finish if it takes two more of these slim years as we firmly believe we are fighting for your welfare as well as ours and we wish to prove if possible that the Unions can't be whipped if the men will only stick together and Bugg is learning that fact in a new way every day. Now, Brothers, think it over. You have no doubt heard the old saying about either hanging together or hanging singly and as it looks like we are being hanged singly all over the country; why not try hanging together and back up your Grand Officers and when the time comes to go to the bat in a finish battle never think for a minute that you can be whipped if you will take this stand.

The only way to lose a strike is for the men to break ranks and do as the skunk did in Fitzgerald, so hang together Brothers and don't be bluffed into believing you have no chance as we have proved down here on the A. B. & A. R. R. that the Union men can stick if they make up their minds to do so.

Our clothes are getting thin and ragged, Brothers, but Old Bugg's scab railroad is as ragged as we are, and the scabs look sicker every day and the end is drawing near and they know it.

Hoping this will meet with the approval of our Editor and that I may see a copy in the next issue of our Journal, I am, yours fraternally, W. S. Harvey, Manchester, Ga., Member No. 503.

Seattle, Washington.

Dear Sir & Brother:

At last regular meeting of Lodge 104 I was instructed to request you to publish the following in the Journal:

The Officers and Members of Local 104, with deep regret have to record the death of one of our most esteemed members in the person of Brother John O'Leary, who met his end with the bloody hand of a scab assassin, according to the most truthful details he had intercepted a scab, F. E. Leslie, who had a withdrawal card from Lodge 104, who was employed on a tank job of the General Petroleum Corp., Harbor Island, Seattle, Wash.

On March the 10th he met this character to reason with him why he was working on a job that was breaking down the conditions of his fellow man. Without attempting to speak to our brother as a man, he fired the bullet, piercing him through the heart. Death was almost instantaneous. We are sorry to state that he is one of the members this Local can ill afford to lose at the present time. During his period of membership he showed himself to be a unionist of the

first water, was one of the best shop stewards in the great Shipbuilding boom.

For straightforwardness his character was impeachable. He was a power in his unoffensive way for doing work which he thought would emancipate his fellow man.

The fundamental principles of organization was handed down to Brother O'Leary, from his father, who is a unionist of long standing in the Pipe Fitters Union. Before him he took the fight of the workers on his own shoulders and was willing at all times to sacrifice his liberty and life, if necessary, for the cause of his class.

As an athlete, Johnnie was known all over the American continent; was champion of the coast light weight, and, also holder of the Canadian 133 pound title; received a popular verdict over Freddie Welsh, then champion of the world. Brother O'Leary, was one of the glove sensations of the country because he matched cleverness with strength and aggressiveness.

The Lodge sent a letter of condolence to the bereaved family of Brother O'Leary, and there is a fund being raised by public subscription to erect a memorial over his grave. Fraternally yours, M. J. Kelly, John Wilson, Jas. K. McMonnies, Committee.

Momence, Ill.

Dear Sir & Brother:

I notice in your Journal for March, 1922, in reference to correspondence from Brother Boilermakers at Nashville, Tenn., about a man giving his name as Thomas C. Gorman, and claiming to be out of Local 790, of Lorain, Ohio, and who would excuse his inability to produce a card by claiming he had lost all of his belongings in a recent hotel fire except the clothes he had on his back. This same party came to the C. E. I. Roundhouse here in Momence Ill., putting up the same story as he did in Nashville, Tenn., with an Oakland, automobile, 1921 model, claiming he had lost everything he had and wanted enough donation to purchase some gasoline to make it on to Chicago, Ill., with another young man whom he claimed to be his helper, but for some unforseen cause the sheriff came over to the C. E. I. Roundhouse, and gave the two the once over and decided to lock them up until they wired Chattanooga, Tenn., of the license number that they had on their car, the officers having gotten word back that the license that was on their car was stolen from a Ford car, and put on the Oakland car they were driving, and later the owner of the Oakland car was located by going through the factory to dealer which was in Chattanooga, Tenn. The owner came here and claimed his car and the two imposters are now wondering how they got in the Federal Prison, where they are now serving two to fourteen years for automobile theft and bringing same from the state of Tennessee to the state of Illinois. Please publish this in your Journal so that other honest brother Boilermakers will adopt this practice in checking up on such fellows and make them show the proper identification. Fraternally, Fred J. Prince. Lodge 22.

Sheridan, Wyo.

Dear Sir & Brother:

I am enclosing you a resolution made by Local 452 in behalf of Senator LaFollette for the speech he made before the Senate in behalf of Organized Labor. We are also sending the Hon. Senator one and hope all other locals will do the same, if they have not done so. You don't very often get anything to publish from Local 452, but I want to say for this local that we are always looking for a chance to boost Organized Labor, and hope some day to be able to climb the top step of the ladder and tell the whole world that the day of Unorganized Labor is past. Fraternally, Geo. Slater, R. S., Lodge 452.

Sheridan, Wyo.

Hon. Senator LaFollette,
Washington, D. C.

Dear Sir:

At our last regular meeting of the Big Horn Local of Boilermakers and Helpers it was regularly moved and seconded that a resolution be drawn up in appreciation of the wonderful speech you made before the Senate in the behalf of Organized Labor.

We, the membership, want to assure you that we heartily appreciate your support and whole hearted cooperation.

Thanking you for the past interests and hoping for a continuance, we are fraternally yours, Walter S. Fillmore, John E. Reiswever, Harry E. Eaton.

Mobridge, S. D.

Dear Sir & Brother:

At a regular meeting held March 20th, the members of Local 606 of Boilermakers and Helpers passed a resolution:

Whereas: We request that all union articles be stamped using the same label design with the wording, the same as is now used. It being understood that this be made a standard stamp so that same will be recognized on sight by any one being affiliated with any union organization.

The reason for this resolution being that; manufacturers making non-union articles can place any sort of a stamp on their goods with the words, "Union Made," inclosed and if every one is not well read on the different kinds of union stamps it would be very easy for any one to be misconstrued. Yours fraternally. Fred L. Shetgle, S. Lodge 606.

Easton, Boston, Mass.

Dear Sir & Brother:

That good friend of Lodge 585, Brother Geo. J. McWilliams, sends us from Brooklyn, N. Y. the following very encouraging message, viz: "All the lodges in the Port of New York were represented at a meeting held on Sunday, March 12th, for the purpose of organizing a District Lodge. The same was accomplished and Charter was sent for, and no doubt they will get away to a good start at an early date, and will elect

a Business Agent from amongst the membership of all the lodges.

"Brother John J. Dowd was the Chairman of the meeting and I was a delegate from my local. I trust some good will come out of it, and I am sure there will be if things are run the way they should be run, and I can tell you that if I am to be a delegate to that District Body, I will insist that all laws made will be lived up to."

The writer can truthfully testify to the fact that the above earnest declaration of Brother McWilliams is based on the same mode of reasoning and line of action that marked his term of office while he was the International Organizer in the New England States, when his conscientious performance of duty would not allow him to play to favorites, and resented the advances of any "influences" foreign to the spirit of our organization, with all the vigor and enthusiasm of his sterling manhood.

I am pleased to state that Lodge 585 has become imbued with renewed courage in its determination to uphold bravely the banner of organized labor in our craft in this section of the country, and it is confidently expected that the action of the Grand Lodge in granting Lodge 585 a special dispensation to lower its reinstatement fees for boiler-makers and helpers until October 1st, will be the means by which the membership of Lodge 585 will increase by leaps and bounds. The expedition displayed by our big-hearted fraternal associate, International Secretary-Treasurer, Brother Flynn, in unwinding the necessary red tape, to establish the validity of the old age dues exemption claim of the old war horse of Lodge 585, Brother Thomas R. Keenan, is an object lesson to all the rank and file, and a visible reminder that fulfillment of obligations by the individual membership, merits and gains appreciation and material recompense from the Grand Lodge.

Here in Massachusetts, famed the world over as the birth place of American liberty, a dastardly and ill-concealed attempt to assassinate organized labor in cold blood is now being plotted, by men, with hearts of flint, and brains of obvious sophistry, in their avowed determination to inflict on Massachusetts an industrial Chamber of Horrors, patterned after that Industrial Court that blackens the pages of the legislative history of Kansas.

The Hon. John J. Kearney of East Boston, who while a member of the Massachusetts Senate was one of the most vital forces in the passage of the Wage-earners Compensation Act, and who has on many occasions rendered valuable moral and material assistance to Lodge 585, both individually and as a whole and who for the past fifteen years has been one of the most brilliant lights in the bright galaxy of forensic tribunes of the Massachusetts branch of the American Federation of Labor is leading the fight of the wage-earners, to destroy the vindictive effectiveness of this hydraheaded monster of iniquity, and all signs indicate that Brother

Kearney's efforts for humanity and justice will be crowned with success, and that the shame of Kansas will not be duplicated in Massachusetts where the shot fired at Concord Bridge in 1775 by the imbattled farmers that was heard around the world, made tyrants tremble on their blood-stained thrones.

The following stalwarts of Lodge 585, President John H. Hancock; Vice-President, Daniel Higgins; Financial Secretary, Wm. F. Nyhan, and ex-President, John J. Minton, look with complacent satisfaction on their energetic campaign for increased membership and they all predict that the attempts of the plutocratic iron masters and proprietors of great ship yards and contract shops hereabout to stem the rising tide of trade unionism will be as futile of results, if the men preserve a united front, as the feeble struggles of an infant caught in the mad rush of a seething whirlpool.

Ex-Business Agent, Brother Thomas J. Farmer, is wearing a broad smile; cause—the visit to his house of the stork, the latest addition to his family circle so graciously presided over by Mrs. Farmer, being a handsome baby boy, and mother and child are getting along nicely. Yours Fraternally. D. B. McInnes, C. S., Lodge 585

Chaffee, Mo.

Dear Sir and Brother:

Will you please publish this in your next issue of the Boiler Makers' Journal, that it affords the officers and members of Chaffee Lodge 531 great pleasure to announce to the readers and friends that our Brother W. B. Turner has resigned his chosen occupation as boiler maker and has started in the hotel business at St. Marys, Mo. Bro. Turner was employed at Chaffee for more than a year, during which time he has made some life long friends. We regret very much of losing a good member out of our local. He was a good worker and a good shop mate, also a No. 1 mechanic. We hope he will be successful in his new business in every respect, and we are satisfied if he takes the interest in his business as he did in the boiler making he surely will make good as we think him worthy of having a good future success. Yours fraternally, Edw. Hedges, Pres., L. 531.

Hoboken, N. J.

Dear Sir and Brother:

I would like you to insert the following facts and figures in next regular issue of Journal. Same may be of some benefit to some of our brothers.

If a brother ever hears of a boy or girl who wants to quit school, when it is unnecessary; if they ever hear of parents who are thinking of putting their children to work, when it is unnecessary, they should just bring these figures to their attention: Every day spent in school pays the child nine dollars. Here is the proof, based on the wage scale of 1913:

Uneducated laborers earn on the average

of \$500.00 per year for forty years, a total of \$20,000. High school graduates earn on the average of \$1,000 per year for forty years, a total of \$40,000. This education requires twelve years of school of 180 days each, a total of 2,160 days in school. If 2,160 days at school adds \$20,000 to the income for life, then each day at school adds \$9.25. The child that starts out of school to earn less than \$9.00 a day is losing money—not making it.

These figures are based on an investigation made by Dr. A. Coswell Ellis of the University of Texas at the request of the U. S. Bureau of Education. I have also learned that Supt. B. B. Jackson of Minneapolis studied the earnings of 3,345 pupils who left school at the end of the eighth grade, and found that they started life with an average salary of only \$240 a year. A similar study made by him for the salaries of 912 graduates of the high school showed that they started out with an average salary of \$600, and after six years were earning an average of \$1,380. A committee of the Brooklyn Teachers' Association in 1909 investigated the salaries received by graduates of the elementary schools and by others who stopped school before graduation. Of 192 boys from the elementary school taken at random, the committee was able to trace 166 till they were about thirty years of age. At that time the average income of these 166 boys were \$1,253.05, whereas the average salary of the illiterate worker in Brooklyn was \$500.00 per year.

If the parents of these 166 boys had bought each of them an annuity equal to the extra \$753 per year, which his education enabled him to earn, it would have cost over \$15,000 per boy. As the salaries of these boys will rise considerable after they are thirty, while those of the illiterate laborers will not, it is obvious that this elementary education was worth more than a \$15,000 capital safely invested for each boy.

Support your friends and defeat your enemies has constituted the time honored slogan of the American Federation of Labor in its attitude toward those seeking favors at the hands of Organized Labor. According to the statement of Frank Morrison, secretary of the A. F. of L., the inauguration of the open shop program of big business has forced everybody to show their hand, get down off the fence, on which so many of them were perched ready to jump on either side as self interest dictated, come out in the open, pull the mask they had worn for so long and openly declare themselves, similar conditions have existed in our ranks. How many have you heard on the floor of your respective locals telling all about what they have done and intend to do as union men, this was when times were good, but since conditions have not been as good as they should they are among the missing. We are passing through a period that is worth while if for no other reason other than to find out who is the real honest to God union man. You know the card

itself does not make the man, it's the personal attention one gives to his local during times of depression, that bring forth the true caliber.

Undoubtedly conditions will change for in the very near future the financiers of this country will arise from their slumber and when this time arrives perhaps you may see once again that brilliant collection of orators who at one time thought that local lodges could not exist without them, return and try to explain in the best way they can where they have been and why they so suddenly ceased their wonderful teachings when times were good.

In conclusion I wish to inform the members of L. 163 that lodge meets at Moose Hall, 629 Washington St., as they have done heretofore and that they need never have any fear to come down if it's for no other reason than to take advantage of one of our motions that's always in order, viz., payment of dues. With warmest personal regards to all in our organization, I remain, yours fraternally, D. J. McGuinness.

Marion, Ia.

Dear Sir and Brother:

Local 686 of Marion gave a dance and it was a big success. I am sending you a picture of the dance committee, the brothers who are in the picture are, top row, left



Ball Committee, Lodge 686, Marion, Iowa.

to right, Fred Henack, O. Hazlett, R. Timms; bottom row, left to right, are Fred Welter, John Kipper and Milo Davins. Fraternally yours, J. C. Nebelung, S., L. 686.

Detroit, Mich.

Dear Sir and Brother:

Each month we read with interest your editorials and correspondence from various parts of the country. Very seldom Local 719 of Detroit has taken up any space in the Journal, but we are proud to say we have a well organized local here with members representing five different railroad shops and round houses and 99 per cent organized and the other one per cent on their

way in. I have received from brothers in the west a great many inquiries of work and wages and conditions here. The auto industry is the chief one and very poorly organized, not being acquainted much with members. Of the contract Local 169 cannot say much about their wages and working conditions, but from the information I have gathered from some of the brothers they are having about the same fight with the so-called pirates of the American plan, as the brothers are having in other cities, with the exception of one or two jobs. The most of the outside work is open shop and small wages.

The railroad locals seem to be or are the back bone of the organized movement now, and are attracting very much attention and publicity through the capitalistic press and also our own journals, etc., but during the big ship yard boom and the war period they were very small fish in the pond, the last ones to get a decent living wage and the first to be cut in wages, and our National Agreement, and, an agreement that joined the worker in a closer co-operation with each other was allowed by the influences of Wall street, etc., to be abrogated or taken away from us without a fight, and here we are at the mercies of a so-called political Labor Board, waiting in suspense for our next cut, and in the meantime eating out of the big boss's hand.

While I was attending a convention at New York last month of District 12 I also spent a few days in New York City. Being brief as possible I will point out a few reasons for the enclosed assertions. I do not care to write on personalities, but I happened to make the acquaintance of a well known Wall street person, and through him I was invited to visit the world renowned Wall street. We were escorted through several of the well known brokerage houses. I kept my ears open and asked all the questions I dared. Some of the answers and information I gathered was like this. The wages of the working classes must come down before business will pick up. The organized spirit of the workers must be broken and the American plan adopted. We are succeeding in breaking the morale, by exposing some of the labor leaders, and having the railroaders' National Agreement abrogated. As far as the Labor Board is concerned, this party went on to state, their rules will not be binding on the public carriers. Our forefathers have spoken of the fight of Capital and Labor. It is the contention of most of the laboring men, the fight is on now.

I regret to hear by reading Brother McMonnies' letter from Seattle in April Journal of the conditions out there, a city that was the pride of the west for Organized Labor. I will remember the Ole Hanson bloodless revolution at Seattle in 1919 and I have told its history to every worker I have come in contact with in the past three years. I have read with interest the article in our Journal this month of the new part of pro-

gressive political action and we are pleased here to learn of the active part our worthy President Franklin has taken in same and hope he will continue along the progressive lines and be a medium of drawing all International officers into closer affiliation and harmony among the four big brotherhoods and our craft unions. If we were more of a solid unit today such as Labor's enemy, the American plan followers, our labor troubles would be lightened.

Look at the conditions today in the coal fields. I was visiting last fall in Kentucky and Virginia and brothers, one can only realize what they are by seeing them himself. Today what are we doing? The monied interests tell us through the press, they have a big supply of coal and can get plenty dug when the time comes. In other words, plenty of scabs to dig it and as a body of organized railroad workers, what are we going to do? Repair the cars and locomotives and pull the throttle and haul the scab coal while our brothers are fighting in the coal fields for conditions and a decent living for their families and we are helping defeat them and help the so-called camouflaged American plan pirates to win. Where does the brotherly love and union spirit come in at? I am not writing or preaching I. W. W.ism but we should think it was near time we were considering each other more than we have in the past and realize that an injustice to one is an injustice to all.

In conclusion wish to say that the general membership of Local 719 is living in hopes that we will soon regain the conditions that we have had taken from us of late. Wishing success to our International officers in their progressive campaigns, I remain, fraternally yours, Andy Davis, R. S., L. 719.

A little song called peeping through the key hole of the R. R. owners' door, to the tune of don't bite the hand that's feeding you.

The railroad owners are in great trouble,
Trying to work out what's just best to do.
They want to make another cut in our wages
And are having trouble trying to put it through.

They howl and they cry like a panther,
And wish us to believe a lot of rot,
But our day will come, boys, in the future,
When their howling won't amount to a lot.

Chorus.

If you think we receive too much wages,
Then why don't you change places with us.

Just step down to the shops, build a boiler
or a box,

But don't be ungrateful to us.

If you don't like our organizations,

If you don't our spirit firm and true,

Just take a broom and dust off your rafters,

But don't bite the hand that's feeding you.

—Dave A. Shopman,

LaJunta, Colo.

Dear Sir and Brother:

Kindly accept a few lines in favor of our Soldier Lads' Bonus, which I hope they may get and that soon. Fraternally, Brother Tom Wallace.

They Fought—Won—Been Done.

The dead soldier's name on the tablet of Fame,
Scattered broadcast the country through,
The live soldier's name is on the ledger of Shame

That kept in the "Labor Bercua."

In various streets he lines up four deep

Awaiting to sign up his name

For the jobs that were made by the Labor Brigade.

He hasn't the ghost of a claim.

Chorus.

Our Doughboys "fought for the Doe."

Did they get? I dare say no.

Leave the other fellow go, let us them discard.

We have lots of mud in our own back yard.

Give the boys their "Doe."

Don't be so slow,

They won their "Doe."

They are only the lads that done their "bit."

Now hand it what more can do,

But stand in the gutter and shivver and splutter,

As he thinks on the bosses' "Big Screw."

The good country folk, they think it a joke.

Who are they, they'll ask the "Big Cop?"

Are they booking their seats for the show?

O, no,

They're the men that went over the "top."

Chorus.

It is true that the boys that fought and won,

The cold shoulder got when they did come home

From the front where they fought with all their might,

For you and for me and "liberty's knight."

The game was a scorcher, too,,

Aye and bitterly fought, "Thru and Thru."

Our boys made history, won valor and fame,

"Because for you and me

They played the game."

Chorus.

Didn't the boys in the trenches play the game?

For the hard times now are they to blame?

Because they made the Germans "Hoch Der Kaiser,"

Made them sadder and lots more "wiser,"

Did we treat them right when back they came,

For the part they took in the great big game?

I dare say, brother, it was a cruel blow

For the boys that played the game

In the great big show.

Chorus.

Bro. Thomas Wallace, L. 77.

Pine Bluff, Ark.

Dear Sir and Brother:

There are a lot of brothers on the road, and a great many come through Pine Bluff looking for work, and we are helping all who come through here as far as we can and want to help the brothers when we can. So, brothers, when you come through Pine Bluff, and expect to get a pass over the Cotton Belt, you will have to have a service letter from your last place where you were employed, and there will be no trouble getting a pass for you. Otherwise you will be out of luck. There are no jobs for boiler makers in Pine Bluff at present that I know of.

The company called some forty or fifty men back to work, who had been laid off a year ago. We had four boiler makers called back to work, two came and the others seemed to have better jobs where they were, and two brothers off of the Frisco were put to work and just got started in right when they were called back to Hugo, Okla., to their jobs, where they had been laid off some time ago. We have twenty-two boiler makers on the job. All men who have been laid off were called back. With best wishes and kindest regards, I remain, yours fraternally, J. F. O'Leary, P., L. 68.

New Castle, Pa.

Dear Sir and Brother:

Kindly publish this in the next issue of the Journal, The Soldier's Reward. This poem was sent in by a brother, Geo. Frey, L. 154.

The Soldier's Reward.

Far o'er the seas, in distant lands,
The work of our heroic soldiers stands.

They did brave deeds;

In those battles won

Suffered hardships and whipped the Hun.

Thousands of the boys with upraised hand

Swore allegiance to our flag of the land;

Left their jobs to fight for right,

Morning, afternoon and night.

With heads erect, and most were smiling,

To meet the enemy they were filing;

They fought and fought, till one day at last,

The works and the enemy were within their grasp;

Their mission was accomplished through suffering losses,

But they showed the enemy the allies were bosses.

Then the ship's good captain cried "Ship ahoy!"

That was music to the soldiers who were filled with joy.

At our own home docks they were greeted with cheers,

Which will live in the soldiers' hearts for years.

Each soldier was greeted with a big "How-dye-do?"

We will build a castle just for you.

'Tis a grand old day for both one and all,
Because you answered your country's call."

"Now," cried the soldier, "don't be too fast. These sayings are just too good to last. Just say what you mean is our motto today. The same as before we had sailed away." Their request was granted; They received their pay, And with 60 big dollars, it's awful to say, He bought a suit, a pair of shoes. It's a fact, dear friends, as you well knew. He hunted for work, But was received with a sneer; Was called a tramp and a profiteer. The promised castle was to be his share,— It was hastily constructed with bits of "hot air."

George A. Fisher.,

First Division, U. S. A.

Stratford, Ont., Can.

Dear Sir and Brother:

It was with a great deal of pleasure that I read Vice President McCutchan's article in the April journal, especially that portion dealing with the question of amalgamation of the sixteen railroad organizations into one industrial union. It was one of the early astronomers who said "the world do move." I am not certain, but I think it was Sir Isaac Newton. However, it is generally accepted today that the world does move and also that the existing institutions, both industrial and political have been brought about by a long process from a simple state, and are still in a state of change, and will continue to change in spite of all the "can't strike laws" and other obstacles that any class might put into operation.

Some might say, study the history of the great railroads, from their inception. Space will not permit me to go deeply into the matter here, but I will give a brief outline of one or two of the big railroads in order to point out how the "boss" gains power, and by that industrial power, he has control of the political machine which says when and how we will strike. I think I am safe in saying that all the big lines today were at one time a number of small privately owned lines, and at the time the charters were granted, most of the funds to build the roads came out of the public treasury, and more than that, many of the big lines received millions of acres of the richest agricultural lands, which have netted them revenue far in excess of the cost of the roads, which they never paid for.

I will deal with the New York Central lines at this time and point out that originally between Buffalo and New York, the present main line, there were sixteen separate railroads, each owned and operated by a distinct company. But Vanderbilt, who gave expression to the two working principles of capitalistic railroading namely, "all the traffic will bear" and "the public be dammed" grabbed the lot and made

them into one road. But he did not stop there, but went after some of the bigger fish and got control of the Lakeshore & Michigan Southern, Michigan Central, Big Four, Pittsburgh & Lake Erie, Boston & Albany and the Erie, which previously had all been made up of a number of smaller roads. Now let us turn our eyes for a moment across the Atlantic to England. What are the capitalists doing there in the way of amalgamation? Why they are uniting their forces. A recent dispatch from London says, seven different companies amalgamated. The Great Western being one of the group, further, this group will control 60 per cent of the Welsh coal as well as all docks and harbors in South Wales.

Well what has that to do with us? some will ask. I say it is an object lesson in organization. In the past when the roads were small, there was real competition between the different roads, and the workers had some success in a dispute, but conditions have changed. The financial control is in a very few hands, therefore, the new conditions demand new tactics on the part of the workers. We have discovered the necessity in the past of advancing from the early method of local craft organization into a general agreement for one craft of all railroads. We have experienced the folly of making separate agreements, allowing the boss to pit one craft against another. We have found it necessary to form our system federations, and from the system federations to the divisional movement, dating from 1916 when Div. 3 was formed consisting of twelve southern roads. Since that time or shortly after we got national agreement, which is another step towards one organization of railroad workers. Recent events prove that the railroad workers must get closer together if we are going to hold what we have. This should be apparent to any worker who has watched the proceedings of organized capital since the world has been made "safe for democracy." Therefore, fellow workers let us start to think, and think seriously of amalgamation of the metal trades to begin with. If my memory serves me right the I. A. of M. in convention assembled in 1914 went on record as favoring amalgamation. So agitate and educate towards this end. Like Brother McCutchan, I am mindful of the space in the Journal, and as I also desire to say something more on this subject in the future, I will conclude for the present. Yours fraternally, A. M. Davis.

Pt. Castillo, S. Hunduras, C. A.

Dear Sir and Brother:

Just a line from this part of the world. From all reports this is the best place at this time, we have five boiler makers here and a good job. The banana business is good and this is a new railroad and building all the time. It is about 85 miles long,

we have thirteen engines and the company has ordered four new engines. Everybody goes to work here, laborers receive from \$2.50 to \$3.00 per day. We are the highest paid men here, the boiler makers receive \$175, work six days a week and free room.

Whisky is only 30c a quart and beer 30c to 50c a bottle, just like Kansas City, about as high as in the states. Hoping that conditions will be better in the states soon, I am, fraternally yours, W. L. Saner.

Grand Rapids, Mich, April 16.

Brother Nelson Warren, one of the oldest members of Local 84, since its re-organization in 1905, passed away at his home, March 23, 1922, after a lingering illness of nearly two years, at the ripe age of 67 years. The funeral was held on Saturday, March 25th, with nearly all the mechanics and apprentices and some of the helpers in attendance, to help bear him to his last resting place at Woodlawn cemetery.

Brother Warren had been an employee of the Pere Marquette R. R. for many years, and was roundhouse foreman for 29 years, up to the disastrous strike in May, 1913, when he walked off the job with the other boys, and never came back up until about two and a half years ago, when he again became an employee of the company he had served faithfully for so many years up until 1913.

Brother Warren was tried and never found wanting, and there never was a truer union man than he, not in name only but in the spirit of the organization itself. He worked night and day during the strike to hold together what few members remained in Local 84, and if it hadn't been for him and a few others, it sure would have gone to pieces.

During the World War and Government control of the railroads, Brother Warren, then a deputy organizer for the International with the assistance of the then International Vice-President Joe Flynn and a number of other Grand Lodge officers re-organized and re-instated a large number of the men on the P. M. R. R., also other roads in the state.

Brother Warren lived to see the shops at Grand Rapids 100 per cent organized, and Local 84 once more with a large membership.

He is gone but not forgotten, and may he rest in peace. Thanking you in advance, that you will give this matter your immediate attention, we remain, fraternally yours, Otto Schmidt, corresponding secretary, Local 84.

Chicago, Ill.

Dear Sir and Brother:

Enclosed you will find a few verses, one of the brothers wrote, and seems pretty good and if you also think so I hope you will find space in the next month's Journal for it. Fraternally, Walter Love, C. S., L. 454.

The Fate of Two Scabs.

An Industrial Scab took time to die;
As every one in their time must do.
Sadly he went on to the Golden Gate,
He had grave doubts of his getting through.
Saint Peter looked at him, then he said,
You tell me all, do not lie to me.
An Angel then brought down the book;
Your record is here for you to see;
I've broken strikes, then hung his head,
Perjured myself on the witness stand.
Sent union men to jail; I done wrong
In many cases at Big Business command.
Our law is just, and nothing defiled
Can enter here. You might just as well
Beat it, you Rat; you play no harp here;
Just turn around and go down to hell.

Say, let me in, for I got the goods;
A paid up card, I am a union man.
Saint Peter stood up to look at him;
You answer first, that is our plan.
How do you vote, Me; Oh, I always vote
With the moneyed class, to protect my boss.
You political Scab, you Wall street tool;
They roll in wealth, gained at your loss;
Too dumb to think, why you are a chump.
They own their mansions, you rent a shack;
Untrue to Labor; false to your card;
At your request, they ride on your back.
Beat it, you louse, have you no brains?
They take from you, your children as well;
You are the limit; permit me to say.
Ponder those words, while going to hell.

But Satan is one who never sleeps;
Was listening on the wireless phone,
What do you mean, he blurted out;
Send them scabs here, they will be alone.
Saint Peter got sore and stormed a bit,
At this ultimatum from below,
Hello, Satan, hello, what is this I hear?
Suppose we call in some man we know,
Judge Landis, said to be fair and square.
Nothing doing, not a chance at all.
No trust fed shark will judge for us;
Remember this is not a game of ball.
Once he blundered in the affairs of men;
Name some one else or else let it drop;
To protect myself, and all that is here,
I will take no change on the open shop.

—William Kelly, with an apology to William Shakespeare.

Foreign Correspondence

March 3rd, 1922.

Dear Sir and Brother:

I have to acknowledge receipt of your letters dated December 7th, 1921, and Janu-

ary 13th, 1922, respectively. Apparently the first mentioned letter has been on a journey around the world judging by the number of post marks on the envelope. Evidently the

letter had traveled to Germany probably as a result of mis-sorting at your end.

I gather from your letters that trade conditions in America are still a long way from normal, but I am pleased to know that your membership is showing signs of greater stability.

I have received a copy of your Monthly Journal for February, for which I thank you and trust that the copy of our No. 28 Quarterly Report reached you safely.

At the present time the Conference known as the "Economic Conference" is sitting in Sydney under the Presidency of Mr. W. M. Hughes, Prime Minister of Australia. An equal number of delegates representing organized labor and manufacturing interests are in attendance, but judging from press reports of the proceedings no solution of the difficulties which have brought about considerable unemployments in our midst is likely to be arrived at. The employers in a general way say that they require a reduction in wages and longer hours in order to put them in a position to compete with foreign manufacturers. Considerable attention is being focused upon the iron and steel industry. The management of our local steel mills say that it costs them £16/10/- to produce merchant bars, while the same article can be landed in Australia with duty paid for £14/14/-. They intimate that un-

less they are afforded some relief from this position the whole plant will be closed down in five or six weeks' time. The only other iron and steel mills in Australia have already practically closed down.

Conditions in our trade show no signs of improvement and a considerable percentage of our total membership are either totally unemployed or on short time. The ship-building industry is practically dead, comparatively only a few men being employed completing the vessels under way. On their completion no further keels will be laid down, so that we have very little to look forward to in that direction.

From time to time statements appear in the press here, emanating from responsible persons, to the effect that wages in Australia are as 2/- is to 1/- in America. I would be glad if you could supply me with authentic information as to present day rates for mechanics in the various industries, so that this statement could be refuted as I feel sure that this is totally incorrect. Any publications, or figures, from you on this matter will be highly appreciated by the members of our organization.

I thank you for the kind expressions set out in your letter of December. With best wishes to yourself, brother officers and members, I am, yours fraternally, O. O'Toole, Gen. Sec.

In Memoriam

Members.

- Brother Nestor Luoma, member of Lodge 92, Los Angeles, Cal., died March 28th.
- Brother Russell Olson, member of Lodge 196, Willmar, Minn., died March 5th.
- Brother Michael O'Neill, member of Lodge 225, Elmira, N. Y., died March 5th.
- Brother Michael J. Kenney, member of Lodge 11, Minneapolis, Minn., died recently.
- Brother O. C. Hefton, member of Lodge 458, Sherman, Tex., died March 11th.
- Brother James Schlapp, member of Lodge 155, Bloomington, Ill., died March 17th.
- Brother John A. Jones, member of Lodge 635, Evansville, Ind., died recently.

Relative of Members.

- Mother of Brother Chas. Banker of Lodge 5, Cleveland, O., died recently.

Father of Brother Geo. Hubbard of Lodge 314, Manly, Ia.

Mrs. Elizabeth Fogarty, mother of Brother Frank Fogarty of Lodge 622, Columbus, O.

Mrs. Anna Blowers, sister of Brother O. Oettlin of Lodge 622, Columbus, O.

Father and Brother of Brothers Andy and George A. Hawkins of Lodge 179, Denver, Colo.

Mother of Brother Lawrence Mathew of Lodge 97, Albany, Ala.

Infant son of Brother and Mrs. E. E. Hulse of Lodge 521, Ft. Smith, Ark.

Daughter of Brother Harry Newman of Lodge 478, Moose Jaw, Sask, Can.

Mr. E. J. Kirby, father of Brother Wm. J. Kirby of Lodge 229, Rochester, N. Y.

Father of Brothers Harry and Geo. Grospitz, of Lodge 22, Danville, Ill.

In the Cause of Safety

THE TRUTH AT LAST.

By Thos. P. Dwyer (Boiler Maker), M. & St. L. Railroad, Minneapolis, Minn.

From over fifty years experience on our railroads, I have learned the truth to which I refer.

That we have three classes of employes—first, the class that are careful in what

they say, they are also careful in what they do (safe work)—second, the class that are reckless in what they say, they are just as reckless in what they do (with little regard for safety), and, third, there is

the middle class from which we get medium results.

But unfortunately, Class 2 are tremendously in the majority, with profanity almost perpetual, so that profanity is the rule that is with us today—Safety First, the rule we are striving to adopt. Both together, is an absolute impossibility. Because, clean talk is the language of the gentleman, while profanity is the language of the devil, and we'll all go to Heaven with our overalls on, when the Devil boosts for Safety.

Recklessness, is the Devil's harvest, that comes from Class 2, where the Holy Name is used without respect, some millions of times a day. And if God would damn all the "This" and "That's" he is asked to damn every twenty-four hours, we would have Hades upon earth sure. STOP IT NOW. But if you want God to come in, speak up like a man
And ask him to bless it instead of to Damn.

The apprentice imagines he has learned the trade in four years and while I admit some exceptions, yet, in the end, he is more of a blasphemer than a mechanic, being lined up in Class 2, where there are more teachers than in Classes 1 and 3, and the result—

There's a wreck, it's on fire, someone pinned fast, appealing to be shot or killed in some way to end their agony. Trace back for the cause.

And with exceptions rare, you will find it true,

There would be no such wreck were there no Class 2.

It is gratifying, however, to know that in the future as in the past, we can reduce the yearly total in killed and wounded, but the genuine article will never be attained until Profanity is outlawed forever. And when clean talk will have full sway, Safety First will win the day.

WHAT A YEAR'S WORK IN SAFETY MEANS TO ME.

By T. H. Wigg, Safety Committeeman, Atlantic Coast Line R. R. Co., Jacksonville, Fla.

It means that I have spent one of the most pleasant and profitable years of my life. Profitable, because I believe it has placed me in a position that has given me the opportunity to do some good for the benefit of my fellow workers, and has taught me that the Department of Safety has a real interest in the welfare of the employes other than the amount of profit that can be gotten out of it.

Pleasant, because the greatest pleasure of my life is when I am doing something for some one else. And, in exercising the duties of a Safety Committeeman, having a thought at all times of what one can do to protect others from having to suffer for the careless and thoughtless acts of some one.

It has been a pleasure to me to watch the actions of the officials at this point and see the real interest shown by them in their endeavor to prevent accidents to the men. And to this date, December 7, 1921, there has not been a real serious accident at this point, which goes to show that the entire Safety Committee at Moncrief Shops have been on their jobs for the entire year.

When we take the records of accidents

of past years on the Atlantic Coast Line and compare them with the record of the present year, one can see there is something that is at work, and it is the "war cry", "SAFETY", and all praise to the man who first started the Safety Movement. In retiring as Committeeman, I hope that each and every outgoing Committeeman on the Atlantic Coast Line System feels as I do about the Movement; that instead of having finished my time as a Committeeman, I have just begun; for I feel that each individual is a Safety Committeeman at all times, both off and on the job.

GOGGLES SAVED EYESIGHT.

"On February 14, 1922, at the South Brownsville Shops of the Monongahela Railway, H. G. Gillie, boiler maker, was burning-bolts off equalizer with acetylene cutting torch, forming a pocket of metal and with the pressure of gas from the torch, blew this metal all over his face, burning same very badly in places. This man had goggles on which was the means of saving his eyes, as the burns extended around his nose, cheeks and forehead.

This man undoubtedly, would have lost his sight if he had not used safety methods by wearing goggles."

Co-Operation

ROGER BABSON ON CO-OPERATION.

The Co-operative League of America.

In a bulletin issued appropriately enough on the 13th of December, Roger Babson calls the attention of his clients to the handwriting on the wall which threatens "inestimable damage . . . to the existing system." Mr. Babson, it should be stated, issues a report "for merchants,

bankers and investors," giving dispassionate advice on financial conditions for the benefit of his wealthy clients.

Speaking as a friendly adviser to the merchants, bankers and investors, Mr. Babson warns in emphatic, bold-face type:

"Clients should read the handwriting on

the wall. The only possible way to block the co-operative store is to make it unnecessary! Now is the time to do it, before the movement gets headway."

But lest we be accused of lifting statements from their context, here is the warning, just as it is given by Mr. Babson, bold face and all:

Co-operative Buying.

"Clients should not miss the significance of President Harding's warning regarding co-operative marketing. So far in the readjustment, producers have had to cut prices most because competition struck them hardest. Distributors have been less affected. While the producers have been compelled to readjust their overhead costs to fit prices, distributors, wholesalers, jobbers and retailers, have been able to make prices fit overhead costs. The result is a business-killing spread between prices which the producer gets for his goods and price which the consumer must pay. Popular sentiment demands that this be corrected. The co-operative system of buying, which has swept England and other European countries, offers a tempting solution.

"The dangerous phase of this situation is that if United States distributors allow it to start they can never check the movement until inestimable damage has been done to the existing system. Clients should read the handwriting on the wall. The only possible way to block the co-operative store is to make it unnecessary! Now is the time to do it, before the movement gets headway. This can be done only by cutting down overhead expenses and selling on as close a margin as your business will stand. Remember that high costs do not justify high prices, but simply open the way for competition."

Mr. Babson speaks from knowledge. He knows the extent of profiteering in America, and he knows what co-operation has done in Europe to check profiteering. Mr. Babson is not indulging in mere rhetoric when he says that the co-operative system of buying has swept England and other European countries.

The fact is that starting with a single store in a little town in England in 1844, the co-operative consumers' movement has spread until now it comprises 4,500,000 heads of families in Great Britain, supplying 40 per cent of the population of that land with all their wants. The membership of the consumers' co-operatives in Great Britain is growing fourteen times faster than the population. In a little more than 75 years, the idea embodied in the tiny store at Rochdale, England, spread until now the 1,500 large co-operative stores in Great Britain are doing a business of \$2,000,000,000 a year, selling everything from groceries to clothing and even automobiles of their own manufacture.

Not only does the co-operative buying movement consist of stores, but it has its own gigantic wholesales and warehouses,

and what is more, it owns in England alone 108 huge factories, and thousands of acres of land in Great Britain, Ceylon and India. It raises tea on its own plantations in the tropics, for the use of its members; it owns collieries and steamships; it owns the largest flour mills and shoe factories in Great Britain, is the largest purchaser of Canadian wheat, maintains its own fishing stations and a flotilla of fishing craft, operates a bank that does a business of three billion dollars a year; in short, the co-operative movement of Great Britain is crowding private business to the wall.

Great Britain is not alone in this movement. One-third the population of Germany are members of co-operative societies, an increase of 60 per cent since the outbreak of the war. France, too, is turning to co-operation. The French co-operatives added 115,000 members to their ranks in 1920. There are now 4,000 consumers societies in France, and a gigantic wholesale owning many large warehouses. The wholesale even owns hundreds of railroad cars for the transportation of goods produced at its own factories and wine grown in its own vineyards.

Denmark is now practically a co-operative commonwealth, and private business in that country is being forced out of existence. Austria relies to a large measure upon the co-operatives for its daily bread. Belgium with its enormous co-operative bakeries and its fine co-operative stores is building up a new economic order within the shell of the old system.

Though the movement is only in its infancy in the United States, it is a force to be reckoned with. Three thousand stores, three-quarters of a million co-operators, and a national federation carrying on constant educational work, are a pretty vigorous beginning.

All these co-operative enterprises are democratically governed by the members on the principle of "One vote for every member." Their business policies are practically the same all over the world—goods are sold at prevailing market prices, but part of the profit is distributed back to the patrons, according to the amount of their purchases, some of the profit going towards the further expansion of the movement, through the establishment of additional enterprises, and through the spread of the idea of co-operation.

Profiteering is being eliminated through the co-operative movement. The co-operatives are demonstrating all over the world that self-government is possible in industry, and that the way to achieve it is through the co-operative enterprises of the consumers.

We like the motto of the British Co-operative News:

In Things Essential—Unity.
In Things Doubtful—Liberty.
In All Things—Charity.

News of General Interest

ALL'S WELL IS SECRET TIP TO BIG BUSINESS.

By WILLIAM C. ROBERTS, Chairman, American Federation of Labor Legislative Committee.

(International Labor News Service)

It is not generally known that Washington news sent to the newspapers of the country does not always contain all the interesting things that are going on.

For that reason the big interests rely upon secret reports by secretly created "news services." While operating under the name of "news service" or "service" they are really detective agencies whose duties are to learn what the administration and Congress are doing or intend to do. Of course, to incorporate the word "detective" in the name of such an institution would be too glaring an explanation of its purposes and also too plebian to those who depend upon it for information.

One in a while one of these secret reports finds its way into the office of the American Federation of Labor. The latest was letter No. 187, sent out by the Whaley-Eaton Service, Columbia Trust Building, 358 Fifth Avenue, New York City. It is labeled "For Clients Only" and "Confidential." Among the startling things said in this letter are the following:

That in view of certain assurances given to Lloyd George and Poincare by the Soviet authorities, Russia will within a few months be "yoked to the chariot of organized, orderly progress," and will be taking "her part in the rehabilitation of the world" with the approval of the United States.

That this informal understanding between the United States and the allies is a well defined movement to keep Congress in session until November, and the reason assigned in "inner circles" is the "conceded inevitability of critical international decisions being reached during the summer months."

That at the proper time Congress will be asked to recommend an American official to sit on the Reparations Commission.

That the offer of Henry Ford on the Muscle Shoals project will be headed off by appropriations for the continuance of the work by the government. It will be contended that a water power of such enormous military importance can not properly be turned over to one individual whose heirs and assigns might for the purpose of profit "become provokers of war."

Consideration is also being given to proposals to develop a system of government water powers as a measure of preparedness and to utilize at least one great site in the west. Both of these

projects are to be retained permanently under government ownership.

That Chairman McCumber of the Senate Finance Committee has lost control to Senators Smoot, Curtis and Watson, who found enough votes to defeat the chairman in the dye fight.

That the tariff bill will not be passed until after the Genoa conference, and that Congress will consider the principle of foreign instead of American valuation as a basis of rates. An ultimate compromise will probably be reached in favor of the Smoot substitute for the Fordney valuation plan.

That the bonus bill is one of the least of the troubles of the leaders in Congress, but the real problem is how to put over a sales tax.

That some form of sales tax will be operative by this time next year.

That the Shipping Board officials were tremendously exercised by a report reaching them from New York that the Standard Oil would oppose the ship subsidy proposal.

That an effort was being made to make the coal strike an "open shop" battle; that a representative of the Chamber of Commerce of San Francisco was reported to be in the coal fields urging an "open shop" fight and that large contributions for this purpose had been tendered.

That certain congressmen who had introduced resolutions to force the President's hand in the St. Lawrence waterway project were called into a private conference and informed that if the President was to be harassed in this way he would hardly care to move independently on that question. The congressmen therefore, laid down, and the President will follow his original plan to make the project an administration measure by going ahead with diplomatic negotiations in connection with the matter.

That signs of a closer contact between the Interstate Commerce Commission and the Railway Labor Board means that the wage and rate questions will hereafter bear a closer relationship in their solution.

Much of the information given by the Whaley-Eaton Service and by other "services" is known to be true. The following from the former shows the methods being used to lull the people into false security.

"It is the policy of leaders to let the im-

pression get abroad that Congress is undisciplined and out of control. It would not be wise to ascribe to present leadership too great a degree of subtlety, but clients can assure themselves that the administration can get the votes it needs, when it wants them, and put through nearly any program it desires. The method involves delays, while the opposition has time to talk itself out, but when the showdown comes the administration marches away with its refunding legislation, or its Austrian relief measure, or its ratified treaties. The process is one of multiple 'feelers,' public education and attrition."

The above statements are known to be true in many respects. For instance, the Standard Oil Co. objects to the ship subsidy bill because it will not receive any of the subsidy. The bill provides that if the owner of the boat owns more than half of the cargo the vessel is carrying there shall be no subsidy. This will eliminate the oil tank steamers of the Standard Oil Co. There is no doubt that the sale tax will be forced upon the people by the same "inner circle"

that is handling the ship subsidy bill and all other measures in the interests of the privileged few.

Before the present Congress expires, in March, 1923, those who furnished the money to elect enemies of labor to Congress will have received their reward by having all taxation placed on the people and they will be relieved of what they call the tax burden. The fight against Henry Ford has been launched in the Senate by the Agricultural Committee.

No greater game of politics ever has been played by a federal Congress and none has ever shown a greater lack of regard for the welfare of the people.

The report brings out in all its vividness the manipulations and intriguing going on among those who care only for themselves and political power. Unless the people realize what is happening they will wake up some morning and find all their guaranteed rights taken away from them, as the constitution will not be permitted to interfere with the plans of those who now control the government.

CONGRESS IS NOT EXPECTED TO UNDERSTAND THE SUBSIDY BILL LASKER'S DEFI TO COMMITTEE.

(International Labor News Service.)

WASHINGTON, D. C.—Shipping ring efforts to put over the outrageous subsidy bill stand out as more glaring than ever, following the appearance of Shipping Board Chairman Lasker before the joint congressional committee and following a study of previous testimony before congressional committees about the shipping board.

Lasker, on the stand, showed the true inwardness of the subsidy bill when he admitted that American ship owners are not operating at any disadvantage under present conditions, all costs being about equal in the various maritime countries. This shows that what the subsidy bill seeks is to line the pockets of the American shipping ring at the expense of the people to the tune of a minimum of thirty million dollars a year.

In view of Lasker's testimony and other information available to International Labor News Service it is clear that:

1—American ship owners can compete with the world and can beat the world if the graft, legal or otherwise, can be taken out of the shipping business!

2—The subsidy bill will aggravate present evils and will not solve the problem in any way.

3—The subsidy bill in no way opens the way to increasing the commerce of the United States.

Lasker was brutally frank with the committee. It was apparent he thinks congress will fall in line, regardless of the merits of the proposition. He said: "Members of congress are not expected to understand this bill."

He also said: "I am not for the American ship owner holding up the government, and I

think he will hold up the government if he gets a chance."

The records do not indicate that he has not had a chance and it is certain that he will get a wide open chance if the subsidy bill goes through.

Lasker practically admitted there is no essential difference in costs in various countries in such essentials as price of ships, interest on borrowed money, number of crew, wages and subsistence. He might have added that in fact American ships pay lower wages than some foreign ships.

Lasker Amusing in Play for Labor Support.

The manner in which Lasker tried to play for Labor support was amusing. He praised the seamen's act. He could afford to. The subsidy bill, if passed, will practically wipe out the seamen's act. Playing still further, he said: "I think the time will come when the American ship owner will be ashamed of himself for the low wages he is paying."

Play was made for the farmers. Lasker promised that the subsidy would mean higher prices for farm products. It was a game of promise everybody everything.

The new shipping program is merely an amplification and a more thorough entrenchment of existing conditions in the shipping business. This business is full of graft devices throughout the world. The interlocking directorates and contracts which have created such a public scandal in the railroad and banking operations in the United States in the past, are carried even farther in the shipping business. It is a frequent occurrence in shipping for managers and operators to show an actual loss in operation of ships, while at the same time the managers

or operators, or employes, have grown rich out of the profits of companies making repairs and providing supplies to the ships.

Situation Like That Revealed on Railroads.

The situation is similar to that which last week was revealed by the Interstate Commerce Commission in the case of the Pennsylvania and New York Central which gave the contracts for repairs to outside corporations at a cost of \$6,000,000 above the cost of making the same repairs in their own yards.

CONVENTION CALL! AMERICAN FEDERATION OF LABOR.

Washington, D. C., April 3, 1922.

To All Affiliated Unions, Greeting:

You are hereby notified that, in pursuance of the Constitution of the American Federation of Labor, the Forty-second Annual Convention of the American Federation of Labor will be held at Freeman Avenue Armory, Cincinnati, Ohio, beginning 10 o'clock Monday morning, June 12, 1922, and will continue in session from day to day until the business of the Convention shall have been completed.

Representation.

Representation in the convention will be on the following basis: From National or International Unions, for less than 4,000 members, one delegate; 4,000 or more, two delegates; 8,000 or more, three delegates; 16,000 or more, four delegates; 32,000 or more, five delegates; 64,000 or more, six delegates; 128,000 or more, seven delegates, and so on; and from Central Bodies and State Federations, and from local trade unions not having a National or International Union, and from Federal Labor Unions, one delegate.

Organizations to be entitled to representation must have obtained a certificate of affiliation (charter), at least one month prior to the Convention; and no person will be recognized as a delegate who is not a member in good standing of the organization he is elected to represent.

Only bona fide wage-workers, who are not members of, or eligible to membership in other trade unions are eligible as delegates from Federal Labor Unions.

Delegates must be elected at least two weeks previous to the convention, and their names forwarded to the Secretary of the American Federation of Labor immediately after their election.

Delegates are not entitled to seats in the convention unless the tax of their organization has been paid in full to April 30, 1922.

While it is inappropriate here to recount or forecast the important problems which lay ahead for consideration and action of the June convention it is not amiss to call attention to the following: Every effort must be made to broaden the field and means for the organization of the yet unorganized workers; to strive to bring about

The investigations of the select committee on U. S. Shipping Board operations of the House of Representatives in 1920, showed that such interlocking contracts were one of the greatest evils in the operation of the Emergency Fleet Corporation and included repair, ship chandlery, stevedoring, forwarding, towing, water fueling and launch service. These evils can be eliminated and should be eliminated in any constructive program for the purpose of upbuilding of the American merchant marine.

more effectually than ever a better day in the lives and homes of the toilers; to defend and maintain by every honorable means in our power the right to organize for our common defense and advancement, for the exercise of our normal and constitutional activities to protect and promote the rights and interests of the workers; to assert at any risk the equal rights before the law of all workers with all other citizens; to aid our fellow-workers against the effort to entangle the workers in the meshes of litigation before the courts in the several states; to restore and make effective in our every day lives the principle declared in the law of our Republic (the Clayton law), "That the labor of a human being is not a commodity or article of commerce;" to arouse our fellow workers and fellow citizens to the danger which threatens to curb and take away their guaranteed rights and freedom; to meet and help solve the vexatious problems of peace and reconstruction; to emphasize the dominating and determining economic character of our movement and to carry on such political action as the interests of labor will warrant and the trade union movement has directed; to withstand and overcome the bitter antagonism now so rampant to undermine and to destroy the greatest constructive force in our Republic, the American labor movement, for indeed, now, more than ever, "These are the times that try men's souls;" these and other great questions of equal importance, will of necessity, occupy the attention of the Cincinnati convention.

Therefore, the importance of our movement, the duty of the hour and for the future, demand that every organization entitled to representation shall send its full quota of delegates to the Cincinnati Convention, June 12, 1922.

Credentials.

Credentials in duplicate are forwarded to all affiliated unions. The original credential must be given to the delegate-elect and the duplicate forwarded to the American Federation of Labor office, A. F. of L. Building, Washington, D. C.

The Committee on Credentials will meet at the headquarters of the American Federation of Labor six days previous to the opening of the convention, and will report immediately upon the opening thereof at Cincinnati, hence secretaries will observe

the necessity of mailing the duplicate credentials of their respective delegates at the earliest possible moment to Washington, D. C.

Resolutions—Time Limit.

Under the American Federation of Labor Constitution, resolutions of any character or propositions to change any provision of the Constitution can not be introduced after the second day's session without unanimous consent.

Grievances.

Under the law no grievance can be considered by the convention which has been decided by a previous convention, except upon the recommendation of the Executive Council, nor will any grievance be considered where the parties thereto have not themselves previously held conference and attempted to adjust the same.

Reservations for accommodations may be made by addressing Wm. Prout, Secretary of the Arrangements Committee, 1318 Walnut Street, Cincinnati, Ohio. It is requested that reservations be made through committee to avoid duplications. Special attention is directed to the fact that the races at Latonia, Ky., across the river from Cincinnati, will open on May 29 and continue during the month of June, and because of that fact the hotels will be crowded and it will be difficult to secure accommodations.

We therefore advise that you communicate with Secretary Prout at once and request him to make reservations for your delegation.

Headquarters of the Executive Council will be at the Sinton Hotel.

Railroad Rates.

Application for reduced railroad rates was filed and we have been advised that a rate of fare and one-half for the round trip will be allowed provided 350 delegates and persons attending the convention hold certificates to be vised in Cincinnati by the railroad agent delegated for this purpose. The certificates will be issued to those buying one-way tickets to Cincinnati and request should be made for the certificate when purchasing going ticket. The reduction in the fare will be allowed when the certificates vised by the agent in Cincinnati will be presented when purchasing return ticket. Delegates are requested when purchasing tickets to Cincinnati to secure a certificate to insure that there will be the required number of 350 to enable the delegates to secure the one-half fare reduction for the return trip. The selling dates for going tickets are June 3 to 11, inclusive, and the return limit is June 28, 1922.

If there be any further information regarding the convention, or arrangements for the convenience of the delegates, it will be communicated in a later circular or through the American Federationist.

Fraternally yours, Sam Gompers, president.

Attest: Frank Morrison, Secretary.

James Duncan, first vice-president; Joseph F. Valentine, second vice-president; Frank Duffy, third vice-president; William Green, fourth vice-president; W. D. Mahon, fifth vice-president; T. A. Rickert, sixth vice-president; Jacob Fischer, seventh vice-president; Matthew Woll, eighth vice-president; Daniel J. Tobin, treasurer, executive council American Federation of Labor.

TREASURY SAVINGS CERTIFICATES A SOUND INVESTMENT.

New York—Much of the wreck and ruin of individual finances which was left in the trail of the scores of recent failures of illegitimate brokerage houses in many sections of the country must be regarded as the inevitable result of the willingness of many people to take unreasonable risks with their money in a search for the elusive short cut to wealth. This comment was made today by B. M. Grant, Director of Savings for the Second Federal Reserve District in connection with the announcement that the March sales of the new Treasury Savings Certificates through the New York Post Office showed an increase over February amounting to more than \$50,000.

March sales at the New York Post Office were \$188,000. Preliminary reports, according to Mr. Grant, indicate that sales throughout New Jersey, New York and Connecticut will be considerably larger than in February.

"If these unfortunate losses," said Mr. Grant in speaking of the bucket shop frauds, "might serve as a deterrent to others of speculative inclinations they would not prove an unmitigated evil, but it seems to be very difficult for the public to learn the needful

lesson that the so-called short road to wealth is beset with unavoidable dangers at every turn. The hope of getting something for nothing almost certainly ends in disappointment and failure."

"These serious losses," says Mr. Grant, "do much to discourage the formation of permanent habits of thrift. This is particularly regrettable coming at a time when the Government is working to bring to the attention of the public a Savings security that is admirably adapted to the purposes of the small and inexperienced investor."

Mr. Grant took occasion to emphasize that Treasury Savings Certificates issued in denominations of \$25, \$100 and \$1,000 are available at or through all Post Offices and banks, are absolutely safe and pay 4½ per cent interest compounded semi-annually if held five years to maturity. They are repayable on demand and are guaranteed against depreciation in value. As their excellent investment qualities are becoming better understood and appreciated they are rapidly winning favor with those who desire a safe and sound means of investing their money.

WHAT KING COAL GETS AND SPENDS.

From testimony of Mr. John D. A. Morrow, Vice-President, National Coal Association, before the Senate Committee on reconstruction and production, November, 1920.

Senator Kenyon, I want to ask you about your association. You functioned during the war in connection with the Fuel Administration

Mr. Morrow. Yes, sir.

Senator Kenyon. Now, since the war you have been going on as an independent organization, of course

Mr. Morrow. Yes, sir.

Senator Kenyon. Consisting of about 2,300 operators

Mr. Morrow. Twenty-two hundred or twenty-three hundred.

Senator Kenyon. Your principal place of business is Washington, D. C.?

Mr. Morrow. I think very soon after we started it was made one mill.

Senator Kenyon. And is there an initiation fee?

Mr. Morrow. Yes; there is for new members.

Senator Kenyon. What is the initiation fee?

Mr. Morrow. It is one-fourth of a mill on the production of the preceding year.

Senator Kenyon. What revenue does this bring into your association?

Mr. Morrow. This year it will bring in, the revenue, I suppose, of somewhere in the neighborhood of \$400,000, and possibly a little more, but in that neighborhood.

Mr. Kenyon. In the last three years is it fair to say your revenue has run over a million dollars?

Mr. Morrow. I would estimate it has been somewhere in that neighborhood; yes, sir.

Mr. Morrow. Yes, sir.

Senator Kenyon. How is your organization sustained?

Mr. Morrow. By assessments on the members.

Senator Kenyon. According to the tonnage production?

Mr. Morrow. Yes, sir.

Senator Kenyon. Every member of your organization contributes so much a ton in accordance with his production?

Mr. Morrow. Yes. This year they contribute one mill and a half per ton.

Senator Kenyon. You started with half a mill, did you not?

Mr. Morrow. Possibly we did.

Senator Kenyon. And now it is a mill and a half?

Senator Kenyon. How much of that has your organization expended?

Mr. Morrow. Roughly, I would suppose it had expended probably \$900,000.

Senator Kenyon. How many other associations are there?

Mr. Morrow. I suppose there are in the neighborhood of, oh, perhaps 45 or 50, maybe—somewhere along there.

Senator Kenyon. They levy an assessment, too, on the coal produced of 5 mills a ton, do they not?

Mr. Morrow. I do not know what the separate local associations levy. Some of them may and some may not; they have their own assessments.

Senator Kenyon. They all have their own assessments?

Mr. Morrow. Yes.

DIVISION NO. 4 RAILWAY EMPLOYEES DEPARTMENT, HOLDS CONVENTION.

Many matters of importance to the shopmen employed upon the railroads having their greatest mileage in Canada, was disposed of by the fourth biennial convention of Division No. 4 of the Railway Employees Department of the A. F. of L., which has just concluded its deliberations, having put in a busy week from March 27th to April 1st. The convention being held in the City of Winnipeg, where all of its previous conventions have been held.

Approximately 100 delegates, in addition to the Canadian Grand Lodge Officers of the affiliated organizations and several fraternal delegates from the Stationary Firemen and Oilers, and the Clerks and Freight Handlers' International Unions were in attendance, with R. J. Tallon, the Division's President, presiding over the convention.

Several of the affiliated organizations, such as the Boiler Makers, Machinists and Carmen, also held conventions, or conferences of their District Lodges, or Joint Protective Boards, just prior to, or during the larger convention.

Division No. 4 Actually Functioning.

Division No. 4 at present is occupying the proud and enviable position of being the only one of the five divisions of the Railway Employees Department that is functioning as it is intended they should be by their respective memberships. As the Schedule Committee representing Division No. 4 has officially and successfully conducted schedule negotiations to a satisfactory and final conclusion, with the Railway Association of Canada for all of the shopmen employed upon the Canadian Railways.

This includes the Machinists, Blacksmiths, Boiler Makers, Electricians, Pipefitters, Moulders, Sheet Metal Workers, Pattern Makers, Carmen, and the respective helpers and Apprentices.

While it is true that the working conditions and wages contained in our recent agreements have been based to a considerable extent on those which obtain for the shopmen in the United States, which is, as it should be, in the interest of uniformity. However, the responsibility for all ne-

gotiations rest solely with the Schedule Committee of Division No. 4, in Canada.

While the general reduction of wages that went into effect over the two countries was reluctantly acquiesced in, the Division has been, however, successful in maintaining the "National" agreement for the Shopmen in Canada, or what is officially called Wage Agreement No. 4, unimpaired, up to the present time, but official notice has now been received, of a desire on the part of the Railway Association to alter the agreement, such changes as they propose being in line with those contained in Addendum No. 6, to Decision No. 222, issued by the U. S. Railway Labor Board.

Change in Constitution.

Due to the somewhat flourishing condition of the Division treasury, the Constitution was changed to provide a reduced per capita of 5 cents, in place of 10 cents per member, per month, on the affiliated membership. Another change was also made, to allow each of the affiliated crafts unions to assign up to three members on the Schedule Committee, in place of one, as formerly and which one was financed by the Division. Each craft to defray the cost of any additional committee men above one.

The only roll-call vote required during the convention, was over moving the headquarters from Winnipeg to Montreal. Montreal winning out by a large majority, as many of the delegates considered it would be good business to have the headquarters of the division located where the Railway Association maintained their headquarters. Other minor changes in the Constitution were also made.

Agreement Changes.

By a unanimous vote the Convention went on record to oppose to the utmost, the proposal of the Association to alter the Agreement to provide straight time for Sundays and holidays, in place of time and one-half, as at present for men who are assigned to work seven days per week.

As a counter proposition to that of the association's the convention made many

changes in favor of the men, in the existing agreement, the principal changes being a proposal for a forty-hour week, consisting of five eight-hour days in place of the present forty-hour week, in the "back shops."

Although the association has not up to the present made any requests for further wage reductions, the convention decided to ask for an equivalent increase over the existing rate, as asked for by the shopmen in the United States, and all of the above will be presented to the association. Arrangements having been made to start negotiations of same, on April 17th.

Election of Officers and Miscellaneous Business.

The election resulted in the return of all of the former officers. R. J. Tallon, as president, was returned unanimously without an election, as was also Vice-President Frank McKenna. Secretary-Treasurer Chas. Dickie, was also elected.

A resolution was adopted by the convention strongly condemning the policy of the Dominion Government in contracting the repair of freight cars to private plants who are paying a lower scale of wages than that obtaining on the railroads, and while the Canadian National Railroad Shops were working short time and with depleted staffs, also that said method of repairs was costing much more than the work could be done in the railroad's own shops.

Another resolution was unanimously adopted, requesting the removal of Mr. Carvell, chairman of the Canadian Railway Commission from that office, due to his uncalled for and vicious attack on the railroad employees.

Many other minor resolutions were also adopted.

Before the convention adjourned, to meet two years hence, or at call of the executive board.

Signed on behalf of the press committee. R. C. McCutchan, Wm. A. McGuire, E. Jenkins.

Lodge Notices

Boyles—International Lodge.

Any Secretary taking up the card of James Boyles, Reg. No. 40381, forward same to the International Secretary-Treasurer, on account of him receiving transportation from the Santa Fe Railroad from Kansas City to Amarillo, amounting to \$21.58 and failing to comply with the thirty-day contract he signed with the employment department.—Wm. Atkinson, Asst. Int. Pres.

Lost Receipt Case—Scott.

Brother Chas. W. Scott, Reg. No. 326930 of Lodge 610, reports having lost in Kansas City, his receipt case and receipts, find-

er will please return to H. F. Cheetham, Sec., Local 610.

Resignation of Sec. Webb—Lodge 23.

Brother John J. Webb has resigned as Fin. Sec. of Local 23. All communications should be sent to Brother Jos. F. Howard, 197 DeKalb Ave., Brooklyn, N. Y.

Kenney-Lodge 160.

Brother M. J. Kenney, Reg. No. 21602 withdrawal card has been revoked until he pays this Lodge \$9.00, which he owes.—Raymond Wise, Fin. Sec., Lodge 160.

Lost Black Hand Bag and Receipts Case—Hanglin.

Brother Ed Hanglin, Reg. No. 103495 lost black hand bag containing receipt case and receipts. Any one finding same please return to L. R. Robinson, Cor. Sec., Local 96.

Settlement Made—McCaffery.

Brother W. H. McCaffery, Reg. No. 9123 has made payment of transportation which was due Lodge 82.—Joe Flynn, Int. Sec. Treas.

Lindberg and Dundan—Lodge 481.

Brothers Alden Lindberg, Reg. No. 207496 of Local 24, Brooklyn, N. Y., and Albert Dundan, Reg. No. 309367 of Local 200, Stanten Island, N. Y., borrowed \$5 each last July of Lodge 481, Lyndon Center, Vt., which they promised to pay back in six months, but have never been heard from.—O. L. Downer, Cor. Sec., Lodge 481.

Wells, Et Als—Lodge 32.

Shirley O. Wells, Reg. No. 401873, left bills in Kansas City amounting to \$65. Lodge No. 4 collected \$16.00 of this amount and then released the card. A. J. Ray, Reg. No. 84077 left Kansas City owing bills amounting to \$44.40, clothing, borrowed money and laundry. Two local secretaries have had this brother's card and failed to collect the bills. A. J. Ray is now carrying a letter supposed to be from the secretary of Local 328, saying that he has paid these bills.

Frank Parsons, Reg. No. 120587, left Kansas City owing board bill amounting to \$38, part of this bill has been paid.

Chas. Heising, Reg. No. 92202 owes a board bill of \$6.00. Secretaries will please collect these bills before issuing card.—W. E. Dwyer, Sec., Local 32.

Lost Receipts—Matthews.

Brother R. E. Matthews, Reg. No. 157969, reports losing official folder and a number of monthly due receipts, also a railroad clearance. Any one finding same please return or notify M. G. Swanson, Sec., Local 617, 1308 No. 55th Ave. W., Duluth, Minn.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.

White—Lodge 669.

Chas. L. White, Register No. 122019, cashed a check here amounting to \$20.00. A member of this lodge indorsed it for him, and later received a notice that the check was refused payment. Any Secretary taking up this card please hold same and correspond with C. E. Crouch, S., L. 669. December Journal.

Fitzgerald and Gill—Lodge 90.

Harry G. Fitzgerald, Register No. 414265, left here owing the Local funds that were the proceeds of a dance given by Local 90, to the amount of \$18.00, and other bills he made in Independence, Mo. This brother also owes a brother of Local 90 \$13.00 borrowed money.

C. E. Gill, Register No. 379068, suspended September 30, 1921, left here owing a grocery bill to the amount of \$70.00 and \$25.00 borrowed money from Local 90, which is unpaid. Any Secretary knowing the whereabouts of these men, please hold card and correspond with G. C. McCoy, Sec'y. Lodge 90. December Journal.

Meiers—Lodge 738.

Any Secretary taking up the card of Edward Meiers, Reg. No. 150386, will please hold same and notify the undersigned, as this brother left here owing \$3.00 borrowed money to Brother Alva Shelley.—C. G. Hartel, S., L. 738. January Journal.

Fowler—Lodge 101.

Any Secretary taking up the card of Brother J. F. Fowler, Reg. No. 360412, will please hold same and notify the undersigned, as he left here some time ago owing borrowed money.—Roy Evans, S., L. 101. January Journal.

Kantney—Lodge 576.

Any Secretary taking up the card of J. B. Kantney, Reg. No. 93568, will please hold same and notify the undersigned, as this brother left here owing \$25.00 borrowed money from another brother.—W. D. Talley, S., L. 576. January Journal.

Harvish—Lodge 416.

Any Secretary taking up the card of Joseph Harvish, Reg. No. 357433, will please hold same and notify the undersigned, as this brother borrowed \$25.00 from Local 416, giving a three months' note, which was due on November 1st, and which remains unpaid.—H. E. Kitch, C. B. S., L. 416. January Journal.

Taylor—Lodge 723.

Any Secretary taking up the card of L. B. Taylor, Reg. No. 329026, will please hold same and notify the undersigned, as this brother owes \$2.10 to Local No. 723.—W. F. Reardon, S., 723. January Journal.

Shadler and Dobson—Lodge 163.

Brother F. Shadler, Reg. No. 368840, boilermaker, was granted a withdrawal card by Lodge 163 on August 5, 1921, and Brother Jos. P. Dodson, Reg. No. 2714, boilermaker, was granted a withdrawal card by Lodge 163 some 24 months ago, and both have been working at trade with card in their possession. At regular meeting a decision was arrived at that both withdrawal cards stand revoked and both former brothers pay a fine of \$25.00.—D. J. McGuinness, S., L. 163.

Baker—Lodge 504.

Any Secretary taking up the card of Brother C. H. Baker, Reg. No. 63543, will please hold same and notify the undersigned, as he left here owing money to a number of members.—R. C. Kiddy, S., L. 504. February Journal.

Thurston—Lodge 209.

Any Secretary taking up the card of Brother J. H. Thurston, Reg. No. 116919, will please hold same and notify the undersigned, as he left here owing a clothing bill of \$28.00.—H. P. Morrow, S. T., L. 209. February Journal.

Valencia—Lodge 98.

Any Secretary taking up the card of L. B. Valencia, Reg. No. 329396, will please hold same and correspond with the undersigned, as he left here owing \$10.00 borrowed money from this local.—H. Petty, S., L. 98. February Journal.

Trask—Lodge 187.

Any Secretary taking up the card of Brother E. F. Trask, Reg. No. 395918, will please hold same and notify the undersigned, as this brother left here owing this local \$16.—Russell Shornick, Sec'y., L. 187. February Journal.

Danielson—His Relatives.

Any one knowing the whereabouts of Marcus Danielson, Reg. No. 18201, please write W. L. Hart, S., L. 155, 904 W. Jefferson St., Bloomington, Ill., as relatives wish to find him.

Shannon—Lodge 221.

Any one knowing the whereabouts of M. R. Shannon, Reg. No. 401941, formerly of Cattlesburg, Ky., will please hold card and communicate with the undersigned, as this brother left this city owing \$50.00 and a grocery bill.—W. P. Wright, Sec'y., L. 221.

Wells, Et Als—Lodge 163.

Any Secretary taking up the cards of James Ryan, Reg. No. 76995; James Kerrigan, Reg. No. 281004; James Whalen, Reg. No. 127490, and Patrick J. O'Brien, Reg. No. 110060, will please hold same and correspond with Lodge 163, as these brothers owe money they borrowed from D. J. McGuinness, Cor. and Fin. Sec., L. 163. February Journal.

Hiller—Lodge 11.

I am in receipt of a communication from Jerry Hendrickson, S. T., Maintenance of Way, L. No. 1835, at Mitchell, S. Dak., stating that Boilermaker Jas. Hiller, Reg. No. 52206, left Mitchell owing about \$200.00. Brother Hiller took a clearance card out of L. 11. Any Sec'y. taking up this card will please hold same and communicate with the undersigned.—A. M. Dustin, C. S., 11. March Journal.

Watts—Lodge 738.

Any one knowing the whereabouts of Raymond H. Watts, Reg. No. 174524, please communicate with Sec'y. of Local 738, as he left here without clearance card and owes a grocery bill of \$55.86.—C. G. Hertel, P. S. & T., L. 738. March Journal.

Williams—Lodge 320.

Any one knowing the whereabouts of G. A. Williams, Reg. No. 155596, who left here in October without a clearance card, owing members of this local borrowed money, please communicate with B. F. Birdsong, S., L. 320. March Journal.

Carrington—Lodge 307.

J. C. Carrington, Reg. No. 45685, left Lodge 307 owing it \$20.00, without applying for a clearance card. Any Secretary who knows this brother's whereabouts please notify W. E. Peerce, 327 4th Ave., S. W., Great Falls, Mont., Sec'y. Lodge 307. April Journal.

Casler—Lodge 328.

Any Secretary taking up the card of Wm. Casler, Reg. No. 13018, hold same until he squares up for his fare to Mexico by taking the matter up with Sec'y. Lodge 328. April Journal.

Murphy—Lodge 678.

Any Secretary taking up the card of J. F. Murphy, Reg. No. 76198, kindly hold same and correspond with the Secretary of Local 678, as this brother left here owing money to this local. J. P. Jackson, Sec'y. April Journal.

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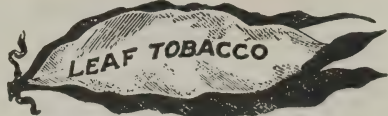
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(Continued from following page)

size requires $4\frac{1}{2}$ yards of 40-inch material. The width at the foot is $2\frac{1}{4}$ yards. Price 12 cents.

3945. A Smart Top Garment. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $3\frac{1}{2}$ yards of 44-inch material for the jacket, and $\frac{7}{8}$ -yard for the cape. Price 12 cents.

CATALOGUE NOTICE.

Send 12c in silver or stamps for our up-to-date Spring and Summer 1922 Catalogue, showing color plates, and containing 500 designs of Ladies', Misses, and Children's Patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker.

Send all orders for patterns and catalogue direct to the Beauty Pattern Company, Dept. B. J., 7057 Jeffrey Avenue, Chicago, Ill. Be sure to give number and bust measure for ladies' patterns and number and age for children's patterns.

Where two numbers appear on one plate two patterns are illustrated and 12c should be forwarded for each. Ten days should be allowed for delivery of patterns.

BOILER MAKERS' JOURNAL FASHION LETTER.

The new cotton materials for the spring are wonderfully interesting. Many are so woven and of such colors as to look like woolen materials, and they are equally appropriate for separate skirts, one-piece dresses, suits, and three-piece costumes.

The pretty sheer voiles and swisses will make lovely summer frocks. Gingham is very popular and are being made up for bathing suits as well as for dresses and suits.

More color is being used on all wearing apparel.

Dark dresses are enlivened with touches of red in crimson and scarlet. Red as a lining for capes is very popular, and when the cape is part of a dress, pipings and girdle of the dress match the cape lining.

The cape is undoubtedly the most popular garment of the season. It is seen with sport suit, the tailored suit, the one-piece frock, and even the evening dress may have some form of cape.

Skirts are not only longer but also fuller. One sees wider skirts in circular effect, and also these straight and gathered. Plait effects are shown in various ways. The "wrap around" skirt and dress style are very popular as is also the bloused waistline, sometimes lowered almost to the hip line.

One-piece dresses in chemise style, show less fullness over front and back. Many new versions, both with and without sleeves are in evidence. Plait inserts and panels are used to add fullness and length.

Sleeves on waists and dresses are shown in wrist length, half length and short.

As always the material, the occasion and the figure should be considered when selecting a dress style. This applies also to the trimmings which may make or mar an otherwise good looking frock. Once more combination fabrics are in vogue. The skirt may be of one color and the waist of another. Lace will be much in evidence throughout the entire season.

The short youthful jacket has first place among jackets this season. Some of the new box models are altogether beltless. A new jacket in blouse style very becoming to slender figures is finished with a belt, and blouses over sides and back only. Flaring sleeves with or without cuffs are usually seen on this and other styles of jackets.

A peasant blouse of fine cotton crepe is gathered at the boat neck to a self band. The sleeves have raglan shoulders and bishop wrist finish. Embroidery of bright cotton threads is the trimming.

Linen in a contrasting color is very effective combined with checked gingham.

A striking costume for a Miss of 14 years, consists of a skirt of Roman striped flannel and a coolie blouse of plain flannel trimmed with metal buttons. Dotted crepe de chine made a very pretty dress for a girl of 12 years. Grosgrain ribbon applied in bands is the trimming. Cretonne, prints and gingham are popular for children's dresses as well as for grownups' frocks. For the little girl the knickers and smock styles are becoming. One-piece frocks with or without bloomers to match are fine for the growing girl. For both boys and girls' rompers and over all play dresses in many versions are shown. Slip-on dresses with body and sleeve combined are as ever popular for children. These dresses are easy to develop and lend themselves readily to all kinds of materials.

3973. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. To make as illustrated requires 3½ yards of figured material 38 inches wide and 2½ yards of plain material 40 inches wide. The width at the foot is about 2 yards. Price 12c.

3436. Boys' Blouse and Knickerbocker Trousers. Cut in 5 sizes: 6, 8, 10, 12 and 14 years. A 10-year size will require 1½ yard of 36-inch material for the blouse and 1½ yards for the knickerbockers. Price 12 cents.

3971. Ladies' Apron Dress. Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 4 yards of 36-inch material. The width at the foot is about 2 yards. Price 12 cents.

3646. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. An 8-year size requires 3¼ yards of 27-inch material. Price 12 cents.

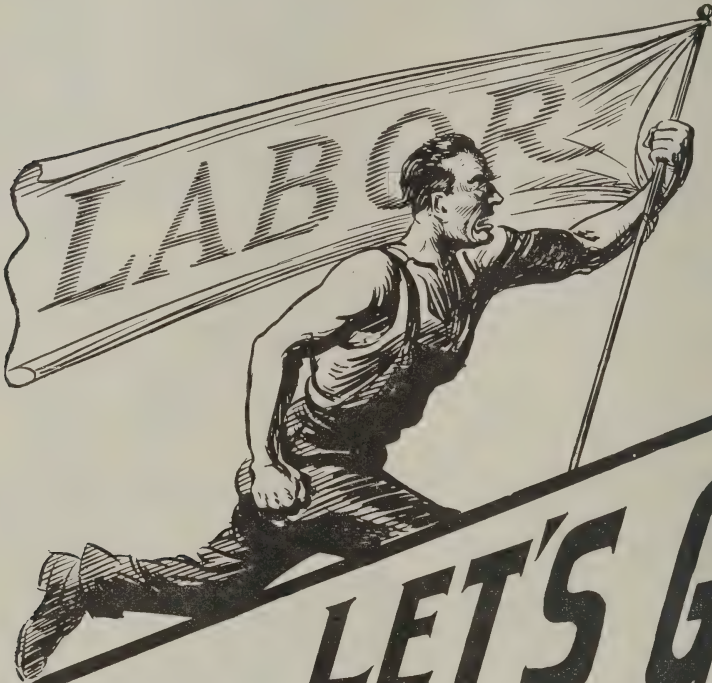
3965. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18-year size requires 7½ yards of 36-inch material. The width at the foot is about 2 yards. Price 12 cents.

3959. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires 2½ yards of 40-inch material. Price 12 cents.

3975. Ladies' House Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch

(Continued on preceding page)





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OFFICIAL ORGAN OF THE

INTERNATIONAL BROTHERHOOD OF BOILER MAKERS
IRON SHIP BUILDERS AND HELPERS OF AMERICA

VOLUME XXXIV

KANSAS CITY, MO., JUNE, 1922

NUMBER 6

Office of Publication, 1014 Wyandotte Street, Kansas City, Mo.
Office of Editor-Manager, Suite 524, Brotherhood Block, Kansas City, Kans.

UNEMPLOYMENT.

Speech of Hon. James O'Connor, of Louisiana, in the House of Representatives.

Mr. O'Connor. Mr. Chairman, we are facing one of the gloomiest periods in the history of this country. The clouds of unemployment are lowering and millions of men and women all over the land are sorely troubled, knowing not what may be their lot on the morrow. The optimistic bravely whisper words of encouragement into the ears of despondent parents with the assurance that beyond yon cloud the sun still is shining; but the tortured breadwinner wants work and not poetic phrases. The situation is poignantly expressed in an article by Arthur Woods, chairman of the committee on civic emergency measures, president's conference on unemployment, former chairman of the National American Commission of the American Legion, which appeared in the American Legion Weekly under date of February 3, and from which I quote:

"There is not one jobless ex-service man in Louisiana, the American Legion employment bureau of that state having found work for every veteran seeking employment."

This is a telegraphic item which has been going the rounds of the newspapers throughout the country for a number of weeks. I hope it is true. Probably it is approximately the healthy condition of affairs as far as the ex-service man in the State of Louisiana is concerned—of this I have no doubt.

But such is not the happy situation of his comrades in arms who dwell in other parts of the Union for which he fought and bled, shivered and starved, taking his life in his hands day after day at \$1 per. Let us see.

The plight in which so many ex-service men find themselves today is the plight of the country's workers as a class. Our industries are not functioning as they should; therefore the men who feed the fires and turn the wheels and ship the goods and keep the books have no work to which they may go. The United States is in the throes of industrial depression. Times are hard and work is scarce. Winter is with us, and while the prospects for spring are encouraging, the man who has work this week may find his name dropped from the pay roll next time a cut is made.

These unemployment problems are the surface symptoms of an internal disorder. To a very large extent they are due to the fact that our tremendous industrial organization,

expanded and built up to meet extraordinary demands of the outside world during the war, now faces a situation where this outside demand has ceased, largely due to lack of money to buy or credit to open an account and lack of power to consume.

Now, what are we doing about it? What is the Legion doing about it?

There's many a hard-boiled human in this country to whom sentiment and patriotism do not appeal. The fact that today's jobless man worked yesterday for him in France means nothing. On the other hand, consider the splendid company of high-minded, large-hearted, appreciative employers who would gladly put the ex-service man to work; but they have no work. There is scant demand for the manufacturers' product. There mills are working on part time or not at all, and because they are not enjoying a normal production the railroad man is laid off; the bookkeeper has no items to enter in his ledgers; the shipping clerk finds no invoices to make out; the truck driver gets no goods to deliver; the bank clerk's services are not in demand because deposits are falling off; and the butcher, the baker, and the corner grocer consequently find their trade cut in two and no need for helpers.

It is a vicious wheel of depression and unemployment.

So, I ask, what is the Legion doing to put a spoke in this wheel?

In a general way I think I can answer this question. Questionnaires were sent out to all the 11,000 posts last autumn. Based upon the figures received it was reported to national headquarters of the Legion that the condition is most critical in the large cities rather than in the country or in the smaller communities, and, generally speaking, it seems to be worse in the East than through the Middle West and West. I quote now from the telegram sent by the former national commander of the American Legion, John G. Emery, to President Harding on September 30 last, just before the gathering of the President's conference on unemployment, of which I am a member and chairman of the emergency committee:

Warren G. Harding,
President of the United States,

Washington, D. C.:

I have the honor to report that the American Legion committee on unemployment has today committed the Legion to the task of caring for the 900,000 jobless service men. We desire to co-operate with your committee and have placed the responsibility directly upon the 11,000 Legion posts of the country to see that our buddies get unemployment.

The soldier wants work, not charity. Industry is the basis upon which we shall see that he gets food and shelter.

John G. Emery,
National Commander.

As a matter of fact the unemployment situation is as serious and acute in New Orleans among wage earners generally as it is in the larger cities in the Union. Ponder over this startling and mournful statement. Nine hundred thousand men who were willing to go through hell to serve their country only a few years ago are without employment today—and that means, perhaps, without bread in the near future—and millions of their fellow workers, women who have to earn their living by toil and men who could not serve in the army or navy on account of advancing years, walk the streets of our big cities agonized and helpless in the face of the most fearful calamity that has ever befallen our agricultural and business interests. What a tragic commentary on a civilization that can boast of the wonders that have been accomplished in the fields of art, architecture, engineering, and science generally—

Man's imagination has conceived all
Numbers and letters, all tools, vessels,
And shelter, every art and trade, all
Philosophy and poetry and politics.

But has not yet given to the world a cure for the most dreadful malady that has ever cursed the human race—poverty, penury, and want. The glory that was of Greece, the grandeur that was of Rome, may be claimed by a country which is powerless to remedy or prevent a situation which threatens the very existence of millions of its devoted sons and daughters. Government and all of the other agencies through which the nation functions and expresses itself are honestly and sincerely looking and trying to find, if not a remedy, at least a palliative. God grant they may find the relief for those who cry for bread, for when government and other human agencies fail us we are driven to the hope that lies in religion and instinctively we cry out, "God help us!" But God helps those who help themselves, and help ourselves we shall. American toilers in country and cities may have their backs to the wall, but they are neither down nor out. It is the fearful virulence of the malady at this time, a malady that has been insidiously dragging the people down to prostration through years, that will cause us not only to find a palliative but a remedy also for this disease of unemployment and all its means—anguish at the suffering of loved ones, tortured minds, and that slow physical and mental disintegration called starvation. The rehabilitation of the whole country and the restitution of agriculture and the industry of the nation must and shall be accomplished, for self-preservation is the first law of nature and governs nations as well as individuals; and both the nation and the individual desire to live. To conquer the disease we must find its cause and remove that cause. The utterances of three of the

foremost men of this country throw a flood of light on the origin of this frightful disease that is making our America look thin and gaunt today. Listen to these words, words that should be preserved by Americans who love their country and wish the ship of state to weather every gale and steer safely between the whirlpools and the rocks which threatens every nation, which functions for the rich and the great, the powerful and the strong, and is unmindful of the cry of the masses who desire to live their lives free from the terror and horror, inspired by these hundred-handed, hundred-headed monsters, poverty and famine. Listen to the great republican orator, Robert M. La Follette, who addressed the senate recently in flaming words inspired by the Biblical warning, "They have sown the wind, and they shall reap the whirlwind."

For 50 years the world has been drifting, and this country especially, into the condition in which it now finds itself. A half century ago there was in the United States an approach to equality of opportunity. Some were richer than others, but there was an unlimited scope for achievement through labor, invention, and enterprise. Business was organized in small units. Competition prevailed in industry.

The credit of the nation was diffused throughout the entire country and was administered locally, so that all those who were of good character and had reasonable security to offer could obtain the relatively small amounts of capital which they needed to carry on their enterprises.

The Coming of Monopoly.

But, sir, during the last half century a great change has come about. Industry, commerce, and finance have taken on monopoly forms. Monopoly interests have acquired control not only of the major industries, but of raw material, of fuel, of transportation, and of credit.

During these years feeble and pitiful attempts to prevent the growth of these monopolies, or to control them after they were established, have been made from time to time, but any critical review of the cases which were started under the so-called Sherman Act will force the unbiased mind to the conviction that there was never downright sincerity behind the prosecutions.

The unorganized people, with their attention constantly distracted by false issues or betrayed by false leaders, have thus far been defeated in their contests with organized wealth.

Why the People Have Failed.

The secret of this failure, in my opinion, lies chiefly in the fact that the people as a whole have been unable to comprehend what the powers of wealth learned long ago. These monopolies, and exploiters early discovered that the road to economic profit and power was through the control of government.

They knew that a man may labor all his life with his hands or his brains and have less at the end of his life of industry and frugality than he had at the beginning. But they learned that by the use of the Government, the use of the State to create special privileges, wealth beyond measure can be amassed within a few years.

For that purpose they have always been zealous to secure and maintain control of the machinery of government—control of the presidency, control of the United States Senate, control of the House of Representatives, control of cabinet appointments.

While the minds of the people were diverted by sham battles over inconsequential issues, the powers of wealth have spared neither trouble nor expense to insure that

their servants should be in control of the powers of government.

Levy Tribute to Everyone.

These privileges enabled those who possessed them to levy tribute on everyone else. They collected pennies, dimes, and dollars from the millions, and by so doing accumulated billions for the few.

This they accomplished in a variety of ways, but chiefly by legislation relating to the great fundamental economic processes, of which the greatest are transportation and credit.

The war completed the enthronement of the profit taking, privileged, imperialistic group. They found they possessed a power greater than they had ever fully realized, and they used it during the war and in the years immediately succeeding the war as they had never dared to use it before.

Thus the economic state and the political state have become so merged that today they can hardly be distinguished.

Those who are nominally in control of the political Government dare not make a move without first consulting those who rule the economic world; and the exercise of their power has been made manifest on this floor time and time again, and they have been forced time and time again to abandon or reverse their most sacredly pledged policies when their financial masters so directed.

Inequality of Wealth.

Through this process of accumulative monopolization and profiteering there has been created in the United States an inequality in the distribution of wealth which is without parallel in the history of the world.

This inequality in the distribution of wealth, produced primarily by special-privilege legislation, is in itself a prime cause for the unending cycle of panics and depression with which this Nation is afflicted.

This is how the process is worked: During the period of high prices and apparent prosperity the small properties which the people have acquired by their industry and thrift are mortgaged on the basis of the inflated value of the dollar in order to provide the working capital which they need to carry on and expand their enterprises. Such mortgages are placed upon the farm, the small factories, and the stores of the tradesmen.

Paralyzing Effect of Deflation.

In the meantime prices inevitably advance faster than wages and several times as fast as salaries. The point is thus soon reached where the amount of commodities which can be purchased by the people appreciably declines, and there is no longer a market for the full output of industry. Then comes deflation.

Loans on farms, factories, stores, and homes are foreclosed, and those who control the credit of the Nation come into possession or control of the properties which have been given as security for the loans. Thus financiers become the residuary legatees of the Nation's distress.

Now, give ear to the words of one of the greatest men in public and private life that America has ever produced from the time that Columbus touched our shore to this very hour, one who has never faltered in his affection or allegiance to all of his countrymen, the brave and dauntless champion of the masses, Claude Kitchin, who in trumpet tones shouted to the people of this land in the celebrated minority view of the revenue bill of 1921:

An analysis of the statistics contained in the detailed report as to corporation incomes and income and excess-profits taxes in the report of the commissioner for the calendar years 1917 and 1918—the 1918 report being the first and only one containing the details

of corporate income and income and excess-profits taxes arranged in classes according to the amount of profits each class made—shows that 180 corporations making annually from \$5,000,000 up to \$300,000,000 and over (the steel corporation made over \$600,000,000 net profits in 1918) had a net income of \$2,554,000,000 and while paying only \$203,000,000 income tax paid \$348,000,000 excess-profits taxes, while the over 300,000 corporations making from nothing up to \$100,000 net income yearly paid only \$285,000,000 excess-profits taxes.

One thousand and twenty-six corporations, with a net income of \$4,255,000,000, more than one-half of the total corporate net income of all the 317,559 corporations, while paying only \$333,000,000 income tax, paid \$1,422,000,000 of excess-profits tax; that is, paid over one-half, or nearly two-thirds, of the entire excess-profits tax, and \$344,000,000 excess-profits tax more than the remaining 316,500 other corporations. At a glance one will see that the proposed proposition is one to relieve a few hundred of the biggest profiteering corporations in the United, and not, as Secretary Mellon says, to unclog business. It also shows the small amount of income tax paid in proportion to the excess-profits tax paid. It further shows the conscienceless and exorbitant profits on invested capital they made, from 20 to over 50 per cent on the capital invested.

Of course, the excess-profits tax will not be as much hereafter as in 1917, 1918, and 1919, but the proportion between these big rapacious profiteering corporations and the balance of the corporations will remain the same, and, in fact, will be more in favor of the big corporations, for the reason that these corporations have a monopoly and can at will fix and keep up their prices. The 9,634 corporations making \$250,000 yearly profits and over paid in excess-profits taxes \$2,217,000,000, over five times as much as they paid in income taxes and about seven-eighths of the entire excess-profits taxes. The repeal of the excess-profits tax will relieve these few corporations of hundreds of millions of taxes wrung from the people by conscienceless profiteering, but will not relieve the more than 300,000 other smaller and weaker corporations as the Republicans would seem to think.

One will see at once that the more than 300,000 other corporations will derive but little or no benefit from the excess-profits tax repeal and the Government will be deprived of hundreds of millions of dollars, not four hundred and fifty millions, or less, estimated by the guessers at the Treasury Department, but much more than \$600,000,000 annually, which the Government will sorely need.

An analysis of the returns as detailed in the reports of the Commissioner of Internal Revenue since January 1, 1916, up to and including the present commissioner's report of July 12, 1921, will show that corporations in the United States made net profits from January 1, 1921, in round numbers, \$50,000,000,000—to be more exact, \$47,000,000,000. After deducting all the taxes they paid since January 1, 1916, income, excess-profits tax, and other war taxes, they have a clear profit left of \$38,000,000,000, more than four-fifths of which was made by less than 10,000 corporations, and more than half of which was made by 1,026 of the big profiteering corporations, which includes the Steel Trust, the Bethlehem Steel Co., the Du Pont companies, the various Standard Oil companies, the coal combine, the Woolen Trust, the meat packers, etc. Let every Democrat and Republican bear in mind always that these same corporations were filling their coffers with these fabulous billions for the profits of their stockholders while our brave boys in France were spilling their blood for the protection and defense of their country.

Remember, too, that not a large stockholder or officer or director of one of the

rapacious corporations ever faced a German gun, braved a danger, took a risk, made a sacrifice, or endured a suffering during the entire war, but remained at home in safety, 3,000 miles from the danger line, and made the war and its resulting stress of their Government and the people an opportunity to plunder and profiteer upon both to the extent of these inconceivable billions, while our boys in France were being killed and their eyes being shot out and their legs and arms being shot off.

Next but not last, for I am not invoking their utterances in the order of their merit, for they are equally great, informing, inspiring, and patriotic declarations, but am calling them so that I can a tale unfold. Let me now quote from a celebrated address from one of the world's greatest scholars and orators, W. Bourke Cockran, who in discussing the tariff bill said on July 14, 1921:

I can not believe that any system of taxation which allows the Steel Trust to collect revenues on a billion of water, on stock that it is not pretended represented, when issued, any property or thing of value except the right to levy tolls on the American people which the trust enjoys under a protective tariff, is a Democratic measure. If the dividends paid on that billion of water could be drawn from the ocean, from the rains of heaven, from any source except the toil and thrift of the American people, I might not object to it. But since every dollar that goes to pay dividends upon that monstrously fraudulent creation of watered stock is wrung from the labor of honest Americans, I can not recognize as Democratic any measure that sanctions continuance of such spoliation.

*** This combination took two falls, or rather, several falls, out of the American people, if I may use such an expression. First, manufacturers of the various products of steel organized themselves into a trust, or rather into a number of different trusts. One was called the Federal Steel Co., composed of several corporations. There was still outstanding a formidable competitor of this concern in the Carnegie Co. Then there was the American Bridge Co. and the American Tube Co., the American Steel & Wire Co.—a whole series of companies, each one of them itself a trust, formed by an amalgamation of several other corporations. And in each of these trusts water was the most extensive ingredient. Its proportion to actual property was about 2 to 1.

The late Mr. Morgan was active from the beginning, I think, in the Federal Steel Co. I know he was predominant in the American Bridge Co. and in the American Tube Co. Other gentlemen of kindred disposition, though not of equal renown, were active in the Steel & Wire Co. Under Mr. Morgan's persuasion and guidance all these concerns were brought together and joined with the Carnegie Co. in a new corporation owning property which, with the water already mentioned, had a nominal value of about \$670,000,000, speaking in round numbers. To that volume of capital, already inflated, they added another \$1,000,000,000 of pure water, if such an adjective can be properly employed to describe any feature of that transaction. For that billion of water there was absolutely no property whatever—not even a wheelbarrow—added to the assets of the steel company. But prices to consumers of steel were raised forthwith from about \$18 a ton for steel rails to \$27 or \$28, and prices of all other steel products were raised in like proportion. The American people have been paying dividends on that billion of water ever since. Does my friend from Michigan (Mr. Fordney) deny the accuracy of that

statement? Yet this Steel Corporation, Mr. Carnegie stated under oath more than 10 years ago before the Committee on Ways and Means, needed no protection for any reason or purpose except to levy excessive prices on the American people.

*** It is quite true that Mr. Carnegie had enjoyed the benefit of a protective tariff in former years. Indeed, he had been very urgent in demanding it for his industry. But we were not very much interested—at least I was not—in the necessity for protection several years before. What we were deeply interested in then was whether protection was needed in 1909 for production of steel, and the greatest and soundest authority upon that subject, giving the sources of his conclusions, said that nobody but one willfully blind would say protection was needed at that time. I do not think the gentleman from Michigan is willfully blind, but I do think that he is most unfortunately and perversely blind on every question that affects this most pernicious doctrine. I say this beside: If Mr. Carnegie had never testified, we have but to look at the prices the steel company has been charging ever since its formation to realize that it has exacted tribute from the American people equal to the dividends paid for many years on \$1,000,000,000, and for this enormous exaction no return whatever has been made to the community that has been plundered. (Applause on the Democratic side.)

And now, or nearly 20 years, that trust has grown and thrived until this water, which Mr. Carnegie thought worthless when it was created, has come to be worth over par, every dollar of its value extorted from the public. If the people contributing it did not suffer from the exaction, there might not be much cause for complaint. But what was the effect of these trusts?

Mr. Chairman, what is true of the Steel Co. is true of all other trusts. But aside from the profits they have yielded their managers—I do not say their stockholders, because the history of these concerns shows that stockholders have been plundered and the people oppressed with cheerful but rigid impartiality—what has been the effect of these trusts on the general welfare? Injurious to a degree that few realize; grievously injurious to our material prosperity. But, worse still, they have seriously corrupted the moral fiber of the country, as I hope to show before I conclude.

Instead of seeking to enlarge their profits by increasing the volume of production, which would have been for the general benefit, lowering the cost of living while at the same time increasing the demand for labor, which necessarily operates to raise the rate of wages, they have almost invariably preferred to obtain higher profits from restricted production, the obvious effect of which has been to diminish the demand for labor and correspondingly to depress the rate of wages.

High tariffs and the trusts, which are their spawn, have prevented the American laborer from reaching the standard of wages which, had he been left free to improve the opportunities extended to him by his Creator, he would most certainly have attained.

Do we, after these illuminating paragraphs in the historical exploitations of our country, have to wonder, do we have to ponder long, do we have to reflect upon the causes that have led to watered capitalization of our industries, gathering in and taking and stealing the lion's share of the wealth produced in our time, leaving to the hapless toilers in the country and in the city a position akin to that of Lazarus of old, who, in his rags and leprosy, begged

for the crumbs which fell from the rich man's table? Do we have to marvel at railroad rates, which are the result of the extortionate charges demanded and secured for the steel, which is the largest factor in their equipment. The genesis of the Steel Trust is the genesis of a vast number of the 317,000 corporations doing business in this country. The bar sinister is across the escutcheon of a great majority of these activities. Their birth was tainted and tarnished with illegitimacy and their operations have not improved that status in many, many cases. "Water," to express good will or some synonymous phrase, forms a large part of the capital stock, and it is this water, which represents nothing of real value, nothing on God's green earth, nor aught in the waters below it, which expresses no service to God or man, that exacts toll from the American people in behalf of those few who hold it, while millions struggle for bread. Watered stock drawing the substance of the people, while flesh and blood agonize for the morrow. Millions are out of employment. But the hand of the oppressor is not withdrawn—aye, it is more heavily laid upon us.

Mr. Blanton. Will the gentleman yield for a question?

Mr. O'Connor. Wait until I have finished. I do not know whether I am being purposefully interrupted or not. I do not want to be rude to anybody, especially to the gentleman from Texas. I do not mean this for the gentleman from Texas, but if what I am saying does not set well on the stomachs of some members they should withdraw or make answer on this floor in order that their comments might be of public knowledge.

Mr. Blanton. It is on the question of millions being out of employment.

Mr. O'Connor. When I finish I will yield.

Listen once more, for ye shall know the truth, and the truth will make you free:

(Legislative Bulletin—People's Legislative Service.)

February 2, 1922.

Profiteering Still Rampant—Biggest Shoe Corporation Earns 21 Per Cent Profits On Watered Stock in 1921.

That profiteering in some of the main necessities of life is still rampant is indicated by the report of the profits of the Endicott-Johnson Corporation (the largest shoe manufacturers in the world) for the year ended December 31, 1921, made public today.

This report shows for the calendar year 1921 net profits, after fixed charges and Federal taxes, of \$4,642,889. This is equivalent, after deducting preferred dividends, to \$10.79 a share (\$50 par value) earned on the \$16,856,825 outstanding common stock. As the par value of the stock is only \$50 per share, this means profits of 21.53 per cent on the common stock.

This compares with net profits of \$3,150,441, or \$6.43 a share on the common stock outstanding in the preceding year.

It is a matter of common knowledge in financial circles that the common stock of this corporation is heavily watered.

Furthermore, this greatly increased profit was earned on a smaller volume of sales

than in 1920. Gross sales in 1920 were \$74,970,000, but dropped in 1921 to \$58,892,000, and yet the profits in the latter year were 50 per cent greater.

This will be of interest to farmers who find they have to pay the price of the entire hide for one pair of low-grade shoes.

It ought also to interest Attorney General Daugherty, who is making war on the retailers as the prime cause of high prices.

The above facts are taken from the annual report of the Endicott-Johnson Corporation, published in the Wall Street Journal of February 2, 1922.

BASIL M. MANLY, Director.

Keep in mind that the rapacity of this corporation is the rapacity of a great number of the 317,000 corporations that operate and do business from ocean to ocean. Keep in mind that the giants among them were relieved from their just obligation of supporting the government which saved their civilization and incidentally preserved and fortified their fortresses and citadels of privilege, even while they were through their intellectual advocates shouting for a reduction of wages of American men and women who had borne the heat and burden of the day, whose children had died like dogs in the mud across the ocean that soulless creations might live and thrive in a land for which heroes died to make and keep free. Keep in mind that while their literary tools were crying for a reduction in the pay of those who had toiled with head and hand, money was demanding an increase in pay and insisting upon the repeal of the law that made them contribute to the country which had saved them and that protected the consuming public from their rapacity and greed. In order to bolster up their cry for a reduction in the pay of wage earners and to head off and confuse the public, the Nemesis which was scenting and taking to their trail, these artful dodgers shouted "Stop thief!"—stop union labor. Backed by a howling propaganda, this ruse has been in a measure successful. But their triumph is only momentary, for the American people may be fooled some of the time, but not all the time. Soon or late they will determine that it is watered stock which is the thief, and not union labor; that the open-shop cry is bunk and guff to throw the inquisitors off the track and to beat down organized labor first and all other labor subsequently, so that the wage earners of America shall be the servants and the hirelings of the rich and opulent, and the masses made vassals to an industrial and commercial autocracy which will control and direct the Republic while still preserving the name and form by which to delude the people.

Mr. Speaker, I am not opposed to corporations legitimately and honestly organized and administered. Corporations honestly created and operated are necessary for the development and welfare of our country. Nor have I any envy for the rich man who has lordly estates. On the contrary, I have a lively admiration for the man who by honest labor and toil of head, hand, heart,

and brain has accumulated a competence. America needs her rich, her honest rich men and her honest corporations, but she does not need either dishonest men or dishonest corporations, for they are enemies to their country and the general welfare. I will not stand silent while rich men and conscienceless corporations through intellectual minions endeavor to throttle and manacle and enslave labor. I will raise my voice here and on the hustings against any attempt to destroy one of America's greatest assets, the patriotic American Federation of Labor, which stands like a lion in the path of the bolsheviki and the anarchistic movements of which we have been warned time and again by the Department of Justice. Long live men like Judge Alton B. Parker, who recently informed the National Civic Federation that—

Organized labor has done more than any other agency to check the doctrines of Russian reds, I. W. W., and parlor socialists who threaten the stability of the United States Government.

He especially praised Samuel Gompers and his associates for upholding the United States Government, saying:

Search where you will over the world and nowhere will you find as here labor standing foursquare in opposition to every wind that blows against this Government.

Yes, we must protect and defend the American Federation of Labor, which stands heel to heel, and shoulder to shoulder, and heart to heart with the American Legion for this Republic. I am for the Federation as an American who wishes to see his country remain the land of the free and the home of the brave—not an imperial autocracy with a few thousand financial, industrial, and commercial despots in absolute control of the destiny of the country, while our once bold and militant yeomanry are made retainers and vassals in the land of their birth and our city dwellers reduced to servitude and industrial slavery.

The Chairman. The time of the gentleman has expired.

Mr. O'Connor. Can the gentleman give me five additional minutes?

Mr. Byrns of Tennessee. I yield the gentleman five additional minutes.

Mr. O'Connor. I am for the preservation of the American Federation, because it is the great instrumentality by which American men and women have been able to secure even an approach to their share of the wealth they helped to create as toilers of the land. We must maintain our labor organizations and protect them, if necessary, in a fair wage, as that means a country free in fact as well as in name. Do not beat down labor by assisting its enemies by acts of omission or commission. Organized labor is America's greatest asset. (Applause.)

Now, I am ready to answer the question of the gentleman from Texas.

Mr. Blanton. I want to ask this question: The gentleman spoke of the millions of

men being out of employment, and he spoke of about 900,000 service men being out of employment, and if I understood what the gentleman was driving at he was arraying labor against capital. Would it not be better to bring labor and capital together and make them friends? I want to ask the gentleman what would this country do without capital? I hold no brief for capital, for I am the poorest man in the house, but in justice to the great Steel Corporation the gentleman spoke of, it is today employing 264,000 men and paying them an average wage of over \$1,900, and those 264,000 satisfied employes last year bought 255,000 shares of stock of these companies.

If the gentleman's union clients, for whom he is speaking here so eloquently, would take the \$78,000,000 which they pay every year into the union coffers as dues and initiation fees, and would buy stock with it, such as the employes of the Steel Trust did last year, it would not be long before they owned every railroad in the country and every public utility.

Mr. O'Connor. I do not know that the gentleman meant exactly what the word "clients" usually conveys. I have no labor organization as a client, nor have I any other sort of client, as I do not practice law, now that I am a member of congress. The gentleman has said repeatedly on the floor of this house that he came from poor people, and at times I wondered why he was not zealous in behalf of those from whom he sprung. The Steel Trust does not need the speech he made here today in its behalf, though it is in line with many of his other utterances. I say that flesh and blood in America, that must fight and die, when necessary, for our country is entitled to a fair wage, rather than that these soulless corporations should wring millions and millions from watered stock, which is nothing more nor less than thievery. That is my answer to the gentleman.

Mr. Nolan. I would like to ask the gentleman from Texas how much stock the common laborers in the Steel Trust could buy at 50 cents an hour. That is what they pay them.

Mr. O'Connor. I thank the gentleman for his interrogatory. I like the gentleman from Texas. His viewpoint at times is exceedingly interesting and instructive. It is exceedingly in contrast, however, with what it ought to be here on the floor. I can understand that the fellow who never knew anything of the suffering and trials of the masses of this country should superciliously and arrogantly believe he possesses every virtue that those who are born less fortunately financially do not possess. I can understand the fellow who lays the flattering unction to his soul that he is to the manner born and obligated to defend and protect predatory wealth. I can understand and pity him. I can understand the attitude assumed here on the floor of this house at times by upstarts who would pose as

the champions of big interests. But it is incomprehensible to me that a man should have started from the bottom and attained

high position and then forget and scorn the rungs of the ladder by which he made his ascent. (Applause.)

FORMER DIRECTOR GENERAL McADOO TESTIFIES BEFORE SENATE COMMITTEE.

(Continued from May Journal)

It was far from a good or perfect railroad plant that the Government received January 1, 1918, when such huge expenditures on main tracks, sidings, yard tracks, etc., were necessary. The total expended, \$154,000,000, by the Government, would, at \$50,000 per mile, build a single track railroad from the Atlantic to the Pacific, a distance of 3,000 miles. More than \$13,000,000 had to be spent by the Government on water stations; more than \$100,000,000 on new shop buildings, engine houses, shop machinery, and tools; more than \$35,000,000 on freight and passenger stations, office buildings, etc.; more than \$44,000,000 on bridges, trestles, and culverts. More than \$638,000,000 on additional motive power and equipment, and yet the preposterous claim is made that the railroads were turned over to the Government in good condition and well equipped January 1, 1918, and that they were returned to their owners March 1, 1920, in a ruined condition.

I quote from a report of the regional director at Atlanta, Ga., Mr. B. L. Winchell, former vice president of the Union Pacific Railroad, dated December 29, 1918, to which I invited the attention of this committee in my testimony before it on January 3 and 4, 1919. This report not only points out that shops and roundhouses in this region were more or less out of date 5 or 10 years ago, but sharply calls attention to the inadequate locomotives and the wholly insufficient bridges and structures to support modern railroad equipment [reading]:

On one of our lines an expenditure of approximately \$3,000,000 for installation of bridges, which will permit use of modern power, would yield a return of approximately \$500,000 a year.

On another line an expenditure of \$4,000,000 for new bridge work would enable annual savings in freight train-miles worth approximately \$700,000. The region is full of bridges which are carrying loads right up to the present capacity, even under the use of small, and therefore inadequate, locomotives. Much money can be profitably expended for bridges and larger power. Another direction in which large expenditures would bring fine results is in the matter of engine terminals and repair-shop facilities. Well-maintained power is the heart of good and economical railroad operation. Today's power can not be maintained in shops and roundhouses which were more or less out of date 5 or 10 years ago.

Now, I wish to call the attention of the committee to

The Change of Front of the Railway Executives

In connection with this indisputable evidence of the depleted and patched-up condition of the equipment of the railroads it is

amusing to read the testimony of Mr. Daniel Willard before this committee on May 16, 1921, where he was at great pains to condemn the Federal maintenance of equipment on the ground that the condition of the freight cars upon return to private control was not reflected by the report of the bad-order cars, saying (p. 148) [reading]:

Now, as I have already stated, the standard of maintenance during Federal control was changed.

Mr. Willard, in insisting that the percentage of bad-order cars had greatly increased during Federal control, also said, page 146 [reading]:

Well, it was very much increased, because it is not made on the same basis of inspection. I assume that today all of the railroads are inspecting their cars and passing upon them in accordance with the master car builders' rules that were in effect previous to Federal control, but which were departed from during Federal control. They have now been put back into practice.

There was a change in the standard of maintenance, as suggested by Mr. Willard, but instead of being downward, as he charges, it was upward, and he is as much mistaken about this as he is in saying that the master car builders' rules were departed from during Federal control.

In refutation of his charges that the standard of maintenance was lowered and that inspection of cars was less strict I submit herewith a memorandum from Mr. J. J. Tatum, who was general supervisor of car repairs during Federal control.

Mr. Tatum came to the Railroad Administration from Mr. Willard's own road and since he left the administration has returned to and now occupies a similar position on the staff of the Baltimore & Ohio.

The following paragraphs from Mr. Tatum's memorandum dated November 6, 1919, are very illuminating [reading]:

As to the third paragraph of Mr. Hine's memorandum, it is true that we have proceeded to classify bad-order cars more strictly than heretofore. There is no question about this. We have set up a better and more thorough classification for repairs and improvements to freight cars than ever existed throughout the country. We have insisted on a thorough and substantial inspection of equipment that would insure against delays to traffic and accidents, and we have also insisted upon and exacted more substantial repairs to equipment than ever was exacted before to such of the equipment that we could hold from service sufficient time to make the necessary repairs.

The fact that we have done this and the result of such thoroughness is reflected in a seven-month comparison, 1918-19, in the reduction in damage to equipment to the extent of reducing the number of cars damaged in trains 41.3 per cent; cost of repairs for such damage, 23.2 per cent; reduced the number of cars damaged in yard, 31.3 per cent, and the cost of such damage, 23.9 per

cent. This makes a total reduction in the number of cars, damaged in yards and trains of 38.2 per cent and a total reduction in cost of repairs for such damage of \$2,845,180, or 22.8 per cent.

Mr. Tatum's complete memorandum is as follows [reading]:

United States Railroad Administration,
Washington, Nov. 6, 1919.

Memorandum for Mr. McManamy:

Referring to memorandum of Mr. Hines to Mr. Tyler attached, to which I will advise as follows:

1. It is true, as stated by Mr. Thelen, that there is a great improvement in bad-order cars, i. e., as to the number of cars out of service. We have been adding to the serviceable revenue cars by reducing the number of out-of-order cars held for some time to that more nearly held during November, 1917, and 1918.

2. During November, 1917, the railroads now under Federal control held 5.3 per cent; in November, 1918, they held 5.6 per cent, and in 1919, including Circular 20 cars, which will not be repaired by the Railroad Administration, 6.5 per cent. Minus Circular 20 cars we are holding 5.8 per cent.

Circular 20 cars were cars held out for retirement, were they not, Mr. McManamy?

Mr. McManamy. Yes, sir.

3. As to the second paragraph of Mr. Hine's memorandum, inviting our attention to the fact that thousands of cars, which ordinarily would be set aside by carriers for repairs, are now being retained in service; further emphasizing the time and money being spent by shippers in the State of South Dakota in repairing cars tendered them, so that the cars will hold grain. Referring to these remarks, perhaps I should not question whether or not they are more or less true. There are in service a number of cars that should be withdrawn from service, a number of cars that should be withdrawn from service for thorough general repairs to condition them for hauling first-class commodities such as grain; but there is a cause for these conditions existing at this time, and for similar conditions existing in time past when railroads were under the control of their owners. These conditions can be attributed to the following:

(a) Cars have been subjected to hard usage and severe work during the war. The same severe service and hard work was continued after the armistice was signed up to the present time. This was because the amount of business offered to be carried by the railroads was of such volume that it taxed the carrying capacity of the equipment to its maximum, offering very little if any opportunity for its shopping, until it had failed or become unserviceable and unsafe for further use.

(b) Even after the car was shopped for this cause, because of the need of cars for service, it could not be held at the repair point long enough to give it all the needed repairs. Therefore we were obliged to make only the necessary repairs that would place it in the condition to promptly restore it to service.

4. What has been so with railroads and their equipment under Federal control has also been experienced by railroads when under private control. When business was at its peak, actually necessary work only was done and shippers were glad to get cars to ship their goods, even though they had some tinkering work to do to them to make them suitable for their goods. The railroads were pleased to have cars to furnish, although they were only in need of light repairs, so as to be able to supply the demand for equipment. Therefore, it is only fair to assume that this condition will exist to a more or less extent at times, regardless of who may be responsible for the operation of the railroads.

5. I believe, however, that if the railroad's financial condition was such that they could have supplied more new equipment and given more general and thorough repairs to their old equipment, that this would have been done by them. I believe, too, that if the Railroad Administration should have had a better net earning from the railroads and more opportunities than they have had, they would have supplied more new equipment and repaired and conditioned more of the old equipment for better service.

6. Considering these facts, I can not see how the shippers have a right to complain or we the right to criticize the railroads for not doing better, because man power was short, and material and time cars could be spared from service for attention could not be secured.

Now, this is the point I particularly wanted to direct your attention to:

7. As to the third paragraph of Mr. Hine's memorandum, it is true that we have proceeded to classify bad-order cars more strictly than heretofore. There is no question about this. We have set up a better and more thorough classification for repairs and improvements to freight cars than ever existed before throughout the country. We have insisted on a thorough and substantial inspection of equipment, that would insure against delays to traffic and accidents, and we have also insisted upon and exacted more substantial repairs to equipment than ever was exacted before, to such of the equipment that we could hold from service sufficient time to make the necessary repairs.

8. The fact that we have done this, and the result of such thoroughness is reflected in a seven months' comparison, 1918-19, in the reduction in damage to equipment to the extent of reducing the number of cars damaged in trains 41.3 per cent, cost of repairs for such damage 23.2 per cent, reduced the number of cars damaged in yards 31.3 per cent, and the cost of such damage 23.9 per cent. This makes a total reduction in the number of cars damaged in yards and trains of 38.2 per cent and a total reduction in cost of repairs for such damage of \$2,845,180 or 22.8 per cent.

9. I believe that if we had pursued a different course than we have and held the cars to condition them before we gave them to the shippers of grain in South Dakota, that they would have more severely criticized us for our failure to furnish the cars than they have because of the cars furnished them needing tinkering repairs, which they were required to do.

Mr. Hines went into that very fully here the other day, but he did not read this Tatum memorandum.

10. It has been my experience for more than 40 years that when business is at its peak shippers are always willing and insist upon railroads furnishing cars, even though they have to make tinkering repairs—if they need such—at their own expense.

That is signed by Mr. J. J. Tatum; he is back now with the Baltimore & Ohio Railroad.

This language contradicts Mr. Willard's present claim that the report of bad order condition of equipment at the end of Federal control did not reflect the true situation and further answers specifically his claim that the standard of maintenance was lowered, as well as Mr. Kruttschnitt's statement that equipment was given "scant attention" during Federal control.

Mr. Willard's attempt to show now that the equipment of the railroads prior to Federal control was kept up to a high standard

reflects either upon the memory of the witness or upon his disposition to put the facts before the committee, in view of his testimony in November, 1917, above quoted, that the Baltimore & Ohio had "put off heavy repairs which should have been made," and had "kept cars running with lighter and substitute repairs which cover a short period but cannot be continued indefinitely," and in the light of President Rea's statement made at the same time that comparatively little general repair work had been done upon the freight car equipment of the Pennsylvania and that "a great many of our cars are in need of general repairs, but they have been kept in service by patching."

Mr. Willard also said before this committee in May, 1921, that at the end of Federal control the bad-order box cars were 30 or 40 per cent, and that "when the Baltimore & Ohio was turned over to the Government less than 3 per cent of our cars needed repairs. For the entire year 1917 the percentage ran less than 3 per cent. Now, today, our bad-order cars stand at 12 per cent."

This is quoted from his statement.

While Mr. Willard now insists that the bad-order cars were less than 3 per cent in 1917, if we appeal to his evidence when he was trying to get increased freight rates we find that his equipment, for lack of money, was being given only light repairs which could not continue, and that the report of bad-order cars did not reflect the true situation. Indeed, Mr. Willard refuses to accept the reported condition of the equipment as fair evidence of its condition, when it suits him, and relies upon it when it is advantageous.

The following tables, compiled from the records of the Railroad Administration on the basis of the number of locomotives and revenue cars on line, and not on the basis of units of equipment owned, show the condition of locomotives and freight cars at the beginning and end of Federal control, and utterly refute the present extravagant claims of the railroads:

	Beginning of Federal Control†	End of Federal Control
Number of locomotives on line	58,309	65,100
Percentage of locomotives out of service for class repairs requiring more than 24 hours.....	*18.5	17.8

†Figures include only roads owning 100 or more locomotives.

*The basis generally in use prior to Federal control treated as out of service only those locomotives held for class repairs which involved locomotives being taken out of service for a period of several days and being put in the shop. The classification adopted by the Railroad Administration treated as out of service for repairs a much larger number of locomotives, because it included not only all the locomotives held for class repairs but in addition large numbers of locomotives held for running repairs which are made in the roundhouse, since the Railroad Administration classification included

all locomotives held for any sort of repairs requiring more than 24 hours. The difference between the more exacting classification of the Railroad Administration and that prevailing prior to Federal control represents approximately 4 or 5 points increase in the percentage.

At the Beginning of Federal Control Bad-Order Equipment Was Blocking Terminals, Shops and Roundhouses.

The facts are that the bad-order equipment at the beginning of Federal control was blocking the terminals and shop and roundhouses, and that during Federal control a higher standard of maintenance than before was maintained, so that at the end of Federal control the railroads were in condition to meet the heaviest traffic demands in their history.

No further evidence than that from the lips of these railroad executives is necessary to demonstrate that the railroads at the end of 1917 were in a condition of disrepair, postponed improvements, neglected equipment, and deferred maintenance. The story has been graphically told by them. The fact that the purpose for which the picture was drawn before the Interstate Commerce Commission is not the same that actuates these railroad officials before this committee cannot be pleaded by them in confession and avoidance, but in order that the committee may realize that the picture of the impaired physical condition of the railroads of the country was not overdrawn, and to make a complete record I shall detail some of the significant items of under-maintenance, under-equipment, and of deferred improvements with which the Railroad Administration was faced and some of the efforts made to overcome these terrific obstacles in getting efficient transportation service in the year 1918.

Mr. Carl R. Gray ought to be a fair witness. He is one of the ablest and most progressive railroad executives I have ever known. He was a former president of the Western Maryland Railroad, having resigned that position to become director of the Division of Operation of the Railroad Administration, where he rendered conspicuous service. He resigned January 1, 1919, and has since been elected president of the Union Pacific Railroad. Mr. Gray in his annual report for 1918 as Director of Operations say:

General Condition of Equipment and Terminal Facilities.

One of the prime causes for the necessity of Government control of railroads and one of the most serious conditions the Railroad Administration was called on to correct when assuming control was the general bad condition of locomotives and cars.

An extended period of heavy business, high prices for material, difficulty in obtaining sufficient labor, and the loss of many of their experienced mechanics through the selective draft, followed by an early and unusually severe winter had resulted in a general defective condition of locomotives and cars which had reached a point where repair tracks were blocked and terminals congested with bad-order cars, and shops and roundhouses were so crowded with locomotives

awaiting repairs that proper facilities for maintaining the locomotives actually in service were no longer available.

Add to this the congestion due to failure of shippers to unload promptly cars consigned to them, many of which needed repairs before they could be reloaded, had made conditions at important terminals and shop points such that the mechanical departments were unable to cope with them.

It was impossible at the time the railroads were taken over to say to what extent the condition of locomotives and cars were responsible for the situation which existed, and as the Railroad Administration had at that time no mechanical department organized to check up shop practices and handling of equipment at terminals and advise relative to outlining plans for improvement, the Interstate Commerce Commission was asked to assist in obtaining accurate information relative to the general situation. The commission promptly placed at the disposal of the Railroad Administration the records and personnel of its Bureau of Locomotive Inspection and Bureau of Safety.

The records of these two bureaus contained much valuable data with respect to general conditions throughout the country, and the inspection force of the commission were assigned to various congested terminals, particularly throughout the East and Middle West, to investigate and make daily reports of the actual condition of locomotives and cars and train movements.

These reports showed that in addition to the congestion caused by failure of shippers to unload cars promptly, that a serious situation existed on account of the number of bad-order cars at various terminals, and also on account of the general defective, run-down condition of motive power, which, together with overcrowded and inadequate shops and roundhouses, had resulted in trains being held at terminals on account of shortage of efficient motive power and also seriously slowed up movement on the road, often to the extent of blocking several divisions.

These facts abundantly corroborated Mr. Willard's testimony before the Interstate Commerce Commission in November, 1917, that the bad-order condition of the equipment was not wholly reflected by the number awaiting repairs, because the equipment had been kept in service by light repair and patching.

"Frozen engines and cars and disabled yard and other facilities"—President Rea.—As an illustration of these conditions, Mr. Gray's report further says that investigations conducted by the Interstate Commerce Commission showed that at Philadelphia on the Baltimore & Ohio Railroad during the period from December 28, 1917, to January 5, 1918, 133 locomotives froze up, and at Jersey City and Elizabethport on the Central Railroad of New Jersey 43 locomotives froze during that period. This investigation also showed that in a period of five days 94 locomotives in passenger service out of Harrisburg on the Pennsylvania Railroad failed for steam, and both Altoona and Pittsburgh on the same railroad reported a shortage of as high as 125 locomotives in one day. This again corroborates President Rea's statement of conditions in his letter to me of January 19, 1918, that reduced efficiency could not be prevented, because, among other reasons, of "frozen engines and cars and disabled yard and other facilities."

On the Chesapeake & Ohio Railroad 189

engines were shut down and locomotives in serviceable condition were not available to move a sufficient number of cars to allow them to operate.

Roundhouses out of date and inadequate.—The immediate remedy for these conditions is not so much the building of new locomotives and cars, but the proper maintenance of those in service and the more prompt movement of trains. The prompt handling of locomotives was seriously hampered by the condition of roundhouses and the lack of facilities at many points to make running repairs to large modern locomotives. Roundhouses built 20 or more years ago for locomotives in service at that time were still being used to house locomotives more than twice the size for which they were designed. Repairs had to be made either out of doors or in open roundhouses with the temperature at times below zero. Steam pipes, injectors, air pumps, and even cylinders froze and burst, and in many cases locomotives were actually frozen to the track in roundhouses and could not be moved.

Conditions on the Pennsylvania lines may be taken as representative. Reports filed at the beginning of Federal control covering these lines east and west show a total of 243 repair points. Of these, 81 points, or one-third, handling 785 locomotives daily were without housing facilities.

Important points on the lines east, such as Buffalo, N. Y.; Oil City, Kane, and Blairsville, Pa., and other points, handling a total of 286 locomotives per day, were reported to the administration as having engine houses in poor or bad condition.

On the lines west, such points as Cleveland, Cincinnati, Wellsville, Akron, and Crestline, Ohio, and other points, handling a total of 343 locomotives per day, were shown as having engine houses in poor or bad condition.

Remedies Applied.

The Railroad Administration adopted the only two possible methods for improving the general condition of equipment, namely, first, immediately using more efficiently the available facilities and forces and later increasing the shop facilities and forces, since immediate increase of these facilities and forces under war conditions was impossible.

As a step in the direction of using more efficiently the available facilities and forces, the Railroad Administration called on the representatives of the organized railroad employes to agree to certain modifications in their contracts with the railroad companies relative to hours of labor and to agree also to modifications of the rules governing the promotion to mechanics of apprentices and helpers.

It may be stated here that the Railroad Administration found many agreements with shop employes and other employes in effect when Federal control was asserted, and in making any modification of those con-

tracts we had to negotiate with the representatives of such employes.

Under these modifications the railroad employes patriotically gave up privileges and concessions which their organizations had obtained through many years of negotiations and controversy, in which they agreed to an extension of the hours of service to 70 per week and to the promotion of all competent helpers and apprentices to mechanics wherever a shortage of mechanics existed. The concessions granted to the Government by the labor organizations at this time could not have been obtained by the railroad managements under any conditions. The employes had previously refused to make similar concessions to the railroad corporations because of their belief that once they gave up these privileges, they would never be restored under private control. Under this agreement immediate steps were taken to increase the shop hours of men working in locomotive repair shops and roundhouses to 70 per week where the condition of equipment required it. The average increase in locomotive shop hours for the entire country amounted to about 16 per cent, and the effect became immediately apparent by the increased number of locomotives repaired per week in comparison with the most accurate records available for the corresponding week of the preceding year.

This resulted in a large annual saving in the handling of locomotive repairs. From the records of the Railroad Administration it appears that a check of 2,921 engine houses in January, 1919, showed an average of 30.58 man-hours per locomotive handled, while a check of the same engine houses in July, 1919, showed 25.77 man-hours per locomotive handled, or a decrease of 7,013,036 in the number of man-hours in handling approximately 54,000 locomotives. This represented a saving per month of \$4,263,540, which is at the rate of approximately \$50,000,000 per annum.

Common use of shop facilities.—A comprehensive program for the common use of railroad-shop facilities over the entire country was inaugurated and the locomotives were so distributed as to reduce, in some instances, the distance to the repair shops, and permitted locomotives from roads where shop facilities were not sufficient and motive power in bad condition to be sent to shops on other lines where the work was not so pressing and where shop facilities were more ample.

As a result of the policy of using in common railroad shop facilities 2,065 locomotives were repaired in the year 1918 at other line shops for railroads, particularly the Baltimore & Ohio, Erie, and Pennsylvania lines west, which lacked sufficient shop space and shop organization; and this plan of utilizing to their full capacity the facilities of all shops, which could only be done under Federal control, not only resulted in an improved condition of the lo-

comotives and cars, but enabled trains to be promptly moved from terminals with reasonable assurance that the locomotives would make a successful trip.

Elimination of unnecessary expenditures in roundhouse operations.—Exhaustive investigations were conducted covering shop and engine-house operations, which resulted in changes and improvements which materially increased the output. By rearranging the method of handling work in engine houses hundreds of employes were released to be utilized in other departments where they were sorely needed. By rearranging the method of handling locomotives at terminals greater efficiency from such locomotives was secured by reducing the time required in handling them at the terminal, and thus making them available for increased revenue road service. Conditions on the Erie Railroad in this respect were particularly bad, and its officials, realizing that the shops and engine-houses were in a badly demoralized condition, appealed to the Railroad Administration for help. An official of this administration was sent over their entire system to aid the mechanical officials in correcting the shortcomings of that line. It was found on the western portion of the Erie that in May, 1918, as compared with May, 1917, there were 566 men employed who worked 202,369 more man-hours at an increased pay roll amounting to \$131,352, and in 1918 there was a net increase of 20 locomotives handled each 24 hours. These figures were representative of conditions on the entire system at the end of the five months in which the railroads were operated by the corporations for the account of the Government. The result of the administration's investigation, efforts, and action on this line is expressed in a report made by the general mechanical superintendent, which compared the month of October, 1918, with the month of May, 1918, and shows that the engine-house forces on the entire system were reduced 731 men, at an approximate annual saving of \$1,061,332.

I cite the Erie case because it was one of the conspicuous cases.

Unprecedented surplus of locomotives January 1, 1919.—As a result of the increased efficiency in locomotive maintenance and operation effected by the more general use of locomotive repair facilities and by increased efficiency in handling locomotives at terminals there was no shortage but a surplus of locomotives during the entire year of 1919. Owing to this increased output of locomotive repair shops, there were on January 1, 1919, 1,384 locomotives in good condition in storage, something which had never before existed during a period of heavy traffic. Here were no good-order locomotives in storage when the Government took control January 1, 1918.

I repeat, gentlemen, that I am giving you figures from the Railroad Administration's

division, and I assume them to be accurate.

Shops, locomotives, and freight cars built under Federal control.—As stated before, it was impossible under war conditions to increase immediately the shop facilities and forces. Nevertheless the railroads had submitted a budget for improvements immediate required to increase the capacity and efficiency and promote safety in the operation of the railroads which amounted to more than a billion dollars. I have heretofore referred to the capital expenditures made under the supervision of Mr. Robert S. Lovett, director of the division of capital expenditures, but it is pertinent here to point out that the Government constructed a shop for the Baltimore & Ohio Railroad at Cumberland, Md., and a larger shop at Glenwood, Pa. The estimated costs of the expenditures on the two projects for the buildings, not including the machinery or equipment, were: Glenwood, Pa., \$1,732,605; Cumberland, Md., \$1,216,000.

Of these new shops the Railway Age, June 3, 1919, says:

"The construction of the Glenwood shop and a similar one at Cumberland, Md., marks an important step in the development of the operating facilities of this road. For years prior to the war its shop facilities had been inadequate to meet the demands of traffic, and the road regularly contracted for certain heavy repairs to its engines to be made at the Baldwin Locomotive Works because of the lack of space in its own shops. In the winter of 1917-18 this lack added materially to the congested conditions existing on the road and the necessity for relief became imperative. As a result of the studies made to determine the means of relief, the construction of two shops was authorized, one at Cumberland, Md., which is intended for the care of the heavy power used on the mountain divisions and expected to have an output of 30 engines per month, and the other at Glenwood, Pa., for handling other than mountain power, which is expected to have an output of 45 engines per month.

Each of these new shops has a monthly capacity in excess of any of the old shops on the system, the largest of which is located at Mount Clare (Baltimore), with smaller shops at Washington, Ind., and Newark, Ohio. The Glenwood shop is typical of the new departures in design and, being the larger of the two new shops, is described in detail below.

There were 1,930 locomotives of various types built by locomotive works on administration orders during the full period of Federal control, and 100,000 freight cars were, on like order, built by car manufacturers. This equipment was standardized so that it was possible to reduce to a minimum the time required to prepare drawings, patterns, dies, etc., and thus enable deliveries to begin more quickly and also to secure quantity deliveries. The various parts of

these locomotives and cars were largely interchangeable and would, therefore, be available for use anywhere in the event of congestion. This also obviated the necessity of carrying a large stock of repair parts, particularly with regard to locomotives, where delays would occur on account of waiting for material which would be shipped from distant points. In addition, 394 locomotives and 16,199 freight cars were built in railroad shops during Federal control.

As a matter of fact, the Railroad Administration purchased 4,226 new locomotives and 159,076 freight cars. Counting the equipment built in railroad shops, the Railroad Administration turned back to the carriers 2,006 more locomotives, 26,815 more freight cars, and 1,051 more passenger cars than were received.

Standard practices were also established for mechanical work and many other economies effected. For instance, under private control, new locomotives were delivered by builders and were hauled dead in train; under Federal control instructions were issued that, wherever practicable, locomotives should be delivered under steam. This not only facilitated the delivery of the locomotives, but aided in the movement of cars, and relieved the railroads from 500,000,000 ton-miles of transportation annually for material which not only should be self-propelling, but which should, in many instances, be hauling additional freight.

Fullest measure of maintenance sought.—From the beginning, the mechanical department of the division of operation endeavored diligently to maintain the equipment, without any idea that economies should or could be realized by reducing maintenance which the equipment ought to receive, but with the thought that the fullest possible measure of maintenance should be given, trying through greater vigilance to get more maintenance per dollar of money expended than would be expected if such vigilance were lacking. With this thought in mind, immediately after the roads were placed under Federal control, we began to check locomotive shop output, and roundhouse-shop costs, so that all unnecessary expenditures might be eliminated and greater efficiency in shop and roundhouse operation obtained. Where improper practices were found to exist, action was taken through the regional directors to secure more efficient and economical methods.

Federal managers were requested to prepare and submit information regarding maintenance of equipment during the test period, during the seven years prior to the test period, as well as during the calendar year 1918.

Krutchschnitt Charges Contradicted by the Record.

I refer particularly to Mr. Krutchschnitt's statements before this committee, not only because he was presented to the committee as the first witness for the railroad execu-

tives, but because in his testimony he stated that he spoke for all the railroads.

Mr. Kruttschnitt, in an article published in the *Atlantic Monthly* for January, 1922, is even more specific than in his testimony before this committee in declaring that the Government's promises to maintain "the roads in as good repair and as complete equipment as when taken over, were completely ignored," and says that "renewal of rails, ties, and ballast was skimmed to the danger point, and the equipment, scattered all over the United States, had been given scant attention and was in the worst condition ever known."

The standard contract between the railroads and the Government provides that—

The director general shall annually, as nearly as practicable, expend * * * either in payments for the labor and material or by payments into funds, such sums for the maintenance, repair and renewal, retirements and depreciation of the property * * * as may be requisite in order that such property may be returned to the companies at the end of Federal control in substantially as complete equipment as it was on January 1, 1918.

There are qualifying provisions, and among them one which is extremely important, viz., "that in comparing the amounts expended and charged during the test period due allowance shall be made for any difference that may exist between the cost of labor and materials and between the amount of property taken over, and the average of the test period" * * * and for difference in use, so that "the result shall be as nearly as practicable the same relative amount, character, and durability of physical reparation."

Let us examine Mr. Kruttschnitt's charges:

The charge that the ties were "skimmed to the danger point" is flatly contradicted by the facts, especially so far as the Southern Pacific is concerned. The tie renewals of the Southern Pacific for 1917 were 3,186,447, while for 1918 they were 3,981,107. In other words, during 1918 the Government laid 794,660 more ties on the Southern Pacific than Mr. Kruttschnitt laid in 1917, an increase of 25 per cent.

Statements have been made, I believe, before this committee to the effect, or at least it seems to have been assumed, that the Government was under obligation to put back into the tract each year as many new ties as represented the average tie replacements made by the railroads during the three years preceding Federal control. There is nothing in the contract to justify this assumption or assertion, as will appear from the extract of the contract I have just quoted. The Government's obligation was to expend "such sums" * * * "as may be requisite in order that such property may be returned to the companies at the end of Federal control in substantially as good repair and in substantially as complete equip-

ment as it was on January 1, 1918," the cost of labor and materials being equated.

It would have been foolish to assume an obligation to replace as many ties and rails in a piece of track as represented the average for a three year test period, because it might have been unnecessary to do so—the condition of the tract might make it utterly unwise—whereas expenditures in other directions necessary to maintain the properties in substantially as good condition as when received, might have been desirable, and as to these the director general was given discretion. The arguments, therefore, advanced that the Railroad Administration was delinquent in its obligations because it did not replace as many ties as the average of the assumed test period rests neither upon common sense nor legal foundation.

I should like to say here that it will be obvious at once to anyone who reflects upon it that the same number of ties do not "die," so to speak, in a piece of track each year. One year the number of ties that may need replacement may be very much greater than the number of ties needing replacement in another year.

Senator La Follette: Conditions throughout the season have something to do with it.

Mr. McAdoo: It depends upon the length of time the tie has been in the track. Many more may mature one year than in another—I mean, bad-order ties.

Then, again, you must bear in mind that there has been for many years an effort by the railroads to use "preserved" ties, and there have been replacements of many untreated ties with creosoted or other preserved ties. The life of those ties is much greater. The result is that there has been a constant tendency, as I understand it, to a reduction in tie replacement, because of the superior quality of the ties so used.

Therefore it would have been manifestly absurd to enter into an agreement that there should be precisely a given number of tie renewals, or rail replacements, in any piece of track during Federal control equal to the average of the so-called test period.

Assuming, however, for purposes of illustration, that it was the duty of the Railroad Administration to put in as many cross-ties and new rails as were represented by the average of the so-called test period, let us judge from the facts how well the Railroad Administration complied even with this fictitious requirement.

The average number of ties laid during the test period on the Southern Pacific system was 3,858,030. The Government laying 3,981,107 in 1918, therefore exceeded the test period in the replacement of ties on the Southern Pacific by 123,077, or 3.2 per cent, while the Southern Pacific corporation laid 671,583 ties, or 17.4 per cent less in 1917 than the average for the test period.

From this it is clear that the Government received the Southern Pacific Railroad on January 1, 1918, in a considerable con-

dition of undermaintenance in this respect, if the test applied by Mr. Kruttschnitt and insisted upon by him is adopted.

For the whole country, from the annual reports of the Interstate Commerce Commission for Class I railroads, there were laid during 1918 only 2,930,891 or 2.3 per cent less crossties on previously constructed tracks than in 1917, while there was an increase in the number of switch and bridge ties laid in previously constructed tracks of 14,401,163 feet, or 6.9 per cent.

The following comparison for 1919 is still more favorable to the Government:

Crossties laid in 1919.....	80,903,216
Crossties laid in 1917.....	79,070,201

Excess of crossties laid by Government in 1919 over those laid by corporations in 1917..	1,833,015
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Bridge and switch ties (feet) in 1919	248,440,195
Bridge and switch ties (feet) in 1917	208,526,311

Excess laid by Government....	39,913,884
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These figures are taken from the annual report of the Interstate Commerce Commission for Class I railroads.

Bridge and switch ties are, as you know, measured by board feet.

In the light of these facts what becomes of Mr. Kruttschnitt's charge that ties were "skimped to the danger point" during Federal control?

Mr. Kruttschnitt's charge that ballast was skimped on the railroads is also contradicted by the facts, because in 1918 the Railroad Administration applied on Class I railroads 18,863,344 cubic yards of ballast, while in 1917 the corporations applied on Class I railroads only 18,262,503 cubic yards of ballast. Thus the Government applied 600,841 cubic yards more ballast in 1918 than the corporations applied in 1917.

I am making these comparisons with 1917 because they have a very important bearing upon the condition of the railroads when the Government assumed control on the 1st of January, 1918, as it was at that date that the Government's obligation to return the properties in substantially as good condition as when received accrued.

Let us now take up Mr. Kruttschnitt's charge that the renewal of rails was skimped to the danger point.

The annual report of the Interstate Commerce Commission for Class I railroads shows that there were only 163,182 tons less rail laid in replacement and betterment in 1918 than in 1917, or a decrease of only 8 per cent. So far from "skimping" the Southern Pacific system for rails, the Government (despite the demands of Gen. Pershing for rails in France) in 1918 laid 436 more tons of new rails on the Southern Pacific system than Mr. Kruttschnitt laid in 1917.

1919 gives even a better showing for all the roads of the country than 1918:

Tons of rails laid in 1919.....	2,335,300
Tons of rails laid in 1917.....	2,046,575

Excess tons of rails laid by Government in 1919 over those laid by corporations in 1917.....	288,725
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The following figures are also taken from the annual report of the Interstate Commerce Commission on Class I railroads:

	1917	1918	1919
Tons of rail laid in replacement and betterment	2,046,575	1,883,393	2,335,300
Crossties laid in previously constructed tracks.	79,070,201	76,139,310	80,903,216
Switch and bridge ties laid in previously constructed tracks (feet) ...	208,526,311	222,927,474	248,440,195

From these figures it appears that the average number of tons of rails laid in replacement and betterment in the two years of Federal control, 1918 and 1919, was 2,109,346, or 62,771 tons more per annum than were laid by the corporations in the year 1917.

The average number of board-measure feet of switch and bridge ties laid in previously constructed tracks in the two years of Federal control, 1918 and 1919, was 285,683,834, or 77,157,523 more board-measure feet per annum than were laid by the corporations in 1917.

The average number of crossties laid in previously constructed tracks in the two years of Federal control, 1918 and 1919, was 78,521,263, or only 498,938 less crossties per annum than were laid by the corporations in the year 1917.

This shows that the Government was neither delinquent nor negligent during the period of Federal control; but it may here be said with emphasis that the Government was laboring during the war year of 1918 under a very serious handicap in the matter of material and labor for the railroads. Gen. Pershing was demanding and was entitled to receive for military purposes in France rails, crossties, and lumber in preference to the demands at home, and in order to keep him supplied and because of the shortage of labor it was not possible to maintain every separate railroad in America in substantially the same condition as when it was received by the Government January 1, 1918. There was overmaintenance on some lines and undermaintenance on others. To the extent that there was undermaintenance the just claims—and I wish to emphasize the word "just"—should be paid, but the just claims of the Government against the railroads should also be paid when the accounts are settled.

Mr. Kruttschnitt's statement that the equipment was in the worst condition ever known is flatly contradicted by the 1918 report of Regional Director B. F. Bush, under whose jurisdiction the Southern Pacific was operated. Mr. Bush asserts that at the end of 1918 84 per cent of the locomotives in the southwestern region were available for service; that only 2.8 per cent of the freight car equipment was in bad order, and that special supervision had been given to careful handling of equipment so that substantial results were reflected. His 1919 report shows that the general condition of the locomotives in the southwestern region, including Southern Pacific system, was about the same as in 1918, that only 7 per cent of their passenger car equipment was out of service undergoing general repairs, and that on November 1, 1919, the number of bad order freight cars was less than 4 per cent of the equipment in the region. Mr. Bush was president of the Missouri Pacific system when I appointed him regional director in 1918. He is now president of the Missouri Pacific and is recognized as one of the ablest and most trustworthy railroad men in the country. I prefer to believe him to Mr. Kruttschnitt, whom I relieved of the management of the Southern Pacific system in 1918.

SUPPRESSED NEWS!

No. 1.

Editor's Note: Because of suppression of vital news, the International Labor News is going to furnish each week for eight weeks one story suppressed by the daily press. This newspaper will publish one of these suppressed stories on its first page each week in an effort to compel attention for vital information hitherto kept from the people. Readers are urged to clip these stories and pass them on to others.

Three Million Dollars on Dummy Loan Charge in Open Senate Session.

Washington, D. C., May 00.—In open Senate, where newspapermen constantly are on watch, Senator Thomas Heflin made the sensational charge that a debtor bank in the federal reserve system made a dummy loan of \$3,000,000 to a director of the New York Federal Reserve Bank and that the total loans to this man amounted to \$5,000,000.

Not a word was printed about this astounding charge. A decade ago such a charge would have made the press ring with headlines.

Twenty-two years ago the press exposed the fact that the State Trust Company of New York had made a much smaller dummy loan in the name of an office boy. Following exposure of the scandal the State Trust Company was liquidated.

Though Senator Heflin made his amazing charge in open Senate, not a word has been published.

In his statement in the Senate, Heflin

named a man of great prominence, banker, politician, magnate, guiding star in the councils of his party, treasurer of the Republican campaign committee.

Said Senator Heflin:

"It looks as if this director, who was accumulating \$5,000,000, and who was the treasurer of the Republican campaign committee, thought that his position was a private snap, not a public trust, at that time."

Continuing his arraignment and while alluding to a statement made by the governor of the Federal Reserve Board, Senator Heflin made the flat charge which once would have shaken the country, but which now passes in silence. Here are Senator Heflin's words:

"That was before he journeyed, not to Jericho but to Marion, Ohio, in the fall of 1920, and that was before William Boyce Thompson, the treasurer of the Republican campaign committee, borrowed partly under a dummy note \$5,000,000 through a member of the Federal Reserve Bank in New York."

Senator Heflin poured his startling charges into an abyss of silence so far as the press was concerned. Was it fear, fortune or favor that caused the silence?

No mere suppression of unimportant gossip here! Absolute silence about a direct charge of the gravest character involving a man of national reputation, then a director of the New York Federal Reserve Bank, treasurer of the Republican campaign committee, prominent figure in many enterprises, former representative of the Red Cross in Russia with Raymond Robins, apologist for Bolshevism, and millionaire in his own right!

No. 2.

Columns of Silence Greet Furuseth, Presenting Labor Answer to Giant Grab Bill.

Washington, D. C., May 00.—Labor's opening attack upon the amazing ship subsidy bill, which provides for turning over millions of dollars to shipping interests, was not news to the newspapers of the United States.

For a solid month shipowners, shipping lawyers, financiers, shipping board officials and all manner of retainers had been on the stand before the joint senate and house committee on merchant marine. They told why the treasury should be opened to shipowners.

They got columns upon columns of newspaper space. The doors were open to the proponents of this gigantic scheme.

Comes labor, in the person of Andrew Furuseth, ripping away the pretense, telling what the bill means. The newspapers couldn't hear him!

Shipowners getting millions—shipowners that hate labor. Shipowners getting ships for nothing; getting a big subsidy for running them; getting money at 2 per cent, secured by a ship given by the government,

because a ship sold with 15 years to pay for it is as good as given for nothing; getting tax exemptions that will net millions, getting almost everything in sight—these got their story in print. In print favorably, too. "Our best people," with their feet in the trough!

They "make news" when they tell Congress what they want.

Labor, opening its case, saying sensational things—facts—taking the glimmer and pretense off the rotten thing—no news. "No news today."

Furuseth completely smashed the ship subsidy argument.

Is there a higher cost in American built ships?

Yes, but remove the ship building monopoly established by law and costs will be equalized.

Are wages paid by American shipowners higher?

No, and they never will be if the Seamen's Act is enforced. Better enforcement would increase foreign wages to the American standard. Instead the American wage cutting policy has driven Americans off the sea, a reduction from 51 to 18 per cent in 1920. That is the administration's idea of "an American merchant marine."

Labor, fighting against these things, for the people, making legitimate news with every word spoken, was suppressed.

Andrew Furuseth, fighting with facts, speaking for millions, fighting a huge grab, fighting for freedom, fighting to protect the masses of the people and the workers in particular, didn't have a chance in the newspapers.

He didn't have a chance, and he didn't get a chance!

BORAH VERSUS HOOVER ON RUSSIA.

On Monday, May 15, Senator Borah of Idaho introduced a resolution, "Resolved, That the Senate of the United States recognize the present Soviet government of Russia." On the same day, Secretary of State Hughes issued a formal statement declining the invitation of the nations with which we were associated to be represented at the proposed conference on Russia at The Hague on June 15. On the same day, also, Secretary of Commerce Hoover addressed the International Chamber of Commerce at the City Club in Washington and said that the American government could have nothing to do with Soviet Russia. He asserted that Soviet Russia has repudiated contracts. There are probably less than one per cent of the American people who favor the soviet form of government. The writer certainly does not. He recognizes that many honest American citizens are opposed to recognition of Soviet Russia. The fact remains, however, that the real reason for Mr. Hoover's opposition to the Soviet government cannot be that that government does not recognize contracts, for Mr. Hoover is part and parcel of the government which more grossly repudiated its contracts than any other government in the world, to-wit, the government of the United States. Mr. Hoover failed to keep his contract with the farmers on the price of hogs during the war, and a definite agreement at that, though he protected the Big Five Packers in their huge profits. Our government borrowed money from its people during the war when the dollar was worth about a hundred cents, and it has broken faith with the American people as directly as any breach of contract perpetrated or threatened by the Soviet government in selling the people out to the rich creditors, and inducing such deflation as to double the value of the dollars which were loaned to the

government largely by the rich, and cutting in half the value of the dollar which the poor people have to pay in taxes to pay off that debt, so making them pay two dollars for one. Less than one per cent of the American people own most of the national debt. They have made billions of dollars out of the deflation process. This astounding repudiation of contract by the government, of which they are a part, does not worry Secretary Hughes or Secretary Hoover. It would also be interesting to the American people to have Secretary Hoover tell just what concessions he has owned in Russia, what he paid for them, what they were worth when he bought them, when and what he sold them for, and to give the same information regarding the concessions secured by big financial interests for which he was the agent. It will be highly interesting to have Mr. Hoover tell something of his connections with a certain financial firm in London known as Scotch Urquhart. Mr. Hoover, the farmers should remember, opposed the Norris Farm Products Export Corporation, which would have assured farmers something like a decent price for their products. Mr. Hoover has backed many efforts of the big financial interests to exploit American farmers and the American public. Unquestionably the American people have too good common sense to make the same mistakes which the Russian government has made. Neither do they intend to continue to let the 23,000 persons who own a third of the national wealth continue to own and operate the American government for private profit.

"Did you feel at home?"

"Yes; the hostess met me in the hall, mistook me for her husband coming in late and gave me a lecture. It was just like home."—Louisville Courier-Journal.

THE BOILERMAKERS' AND IRON SHIPBUILDERS' JOURNAL.

Official Organ of the International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America.

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JAMES B. CASEY, EDITOR AND MANAGER.


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FARMING OUT WORK VIOLATES TRANSPORTATION ACT, RULES LABOR BOARD.

The Labor Board recently rendered a decision in the matter of the Indian Harbor Belt Railroad Company in turning certain of its repair work over to contractors in order to evade the requirements of the Transportation Act, and the Board rules that this constitutes a violation of the law, "insofar as they purport or are construed by the carrier to remove said employes from the application of said act," and decides that the employes of these contractors are under the jurisdiction of the Railroad Labor Board.

The Board entered into a somewhat lengthy review of the acts of the Company leading up to making of this contract, as well as the contract itself, and then rendered its decision as follows:

"The Railroad Labor Board therefore decides:

"(1) That the various contracts entered into between Indian Harbor Belt Railroad Company and the Burnham Car Repair Company for the operation of its railway shops, and particularly the one bearing date of September 16, 1921, are in violation of the Transportation Act, insofar as they purport or are construed by the carrier to remove said employes from the application of said act, and that those provisions of the contracts affecting the wages and working rules of said employes are in violation of Decision Nos. 2, 119 and 147 of the Railroad Labor Board.

"(2) That the shop employes of said contractor are under the jurisdiction of the Railroad Labor Board and subject to the application of the Transportation Act, 1920, and Decision No. 147.

"(3) The carrier is directed to take up with any employe the matter of reinstatement upon the application of the interested employe or his representative.

"This decision rests upon the facts of this particular case, and the decision of each of the other contract cases pending before the Labor Board will rest upon its own facts and the general principles herein declared."

This is only a fair construction of the act, and must prevail, or else the whole act will fall; for if the carriers can evade the terms of the

measure in this flimsy and dishonest way, in reference to one class of employes, they may do so with reference to all, and, carrying the matter to its logical conclusions, there would be no railroad employes—they would all be contractors' employes and outside of the pale of the act. It is a deliberately dishonest policy, inaugurated in an effort to avoid the responsibilities of the act, after receiving all of the benefits it conferred upon them.

THE I. C. COMMISSION'S REPORT SHOWS MILLIONS OF DOLLARS WASTED ON REPAIRS.

The Interstate Commerce Commission investigates the letting of contracts for repairs of locomotives by the Pennsylvania, New York Central and Atlantic Coast Line Railroads last year, shows that these repairs cost three and four times as much as they could have been done for in the shops of these railroads. As a consequence, a great many millions of dollars were absolutely wasted, and many thousands of mechanics employed by these roads thrown out of employment. Were this investigation to be extended to cover all of the first class roads, no doubt it would show that scores of millions of dollars were wasted, and tens of thousands of men thrown out of employment. This loss was not borne by the roads, as they were guaranteed a fixed return on their alleged capital—water and all—so the burden was shifted to the backs of the consuming public and the displaced employes. As for displacing their employes, this seemingly was what the management desired, with the hope of being able to slash the wages of those still in their employ. Of course, the management did not anticipate that their wilful waste of money would be given the publicity it has received, and are somewhat disconcerted at the result, as it has lost them the confidence of the public.

It has not, however, deterred them from trying other fake schemes to beat their employes, like the farming out of their shops and repairs to dummy concerns, in an effort to defeat the Transportation Act, which they clamored so loudly to have enacted into law. They are being shown up in this matter, too, in no very enviable way, and they will again come to grief because of it.

It is an old saying, "Whom the gods wish to destroy they first make mad," and it is becoming more apparent each day that this condition exists, for the management is seemingly trying every way possible to stir up more trouble and turmoil, instead of sanely and earnestly striving to solve the problems that exist, and the public is getting tired of their actions, and public ownership is gaining more in favor each day. It is the only cure for waste, corruption and mismanagement that now prevails.

THE UNITED MINE WORKERS STRIKE IS MAKING PROGRESS.

The United Mine Workers' strike is one of the largest that has ever taken place in the United States, involving, as it does, more than a half million workers, and with the progress they are making in extending the strike among the unorganized miners, and the amount of co-operation and assistance they are securing from other trade unions, bid fair to emerge victorious from the contest. Public sentiment, too, is with them, because of the fact that this stoppage of work was due directly to the operators breaking their agreement to meet the miners and negotiate another agreement to take the place of the one which expired last month. The trouble was not due to their inability to agree on the terms of a new agreement, or standard of wages, but the refusal of the operators to meet the miners at all in a general conference.

This attitude, and breaking of their agreement to do so, was, no

doubt, inspired by the Steel Trust and other "open shop" influences, with the hope of disrupting the miners' organization. Should they be successful in this instance, their next move would be against the railroad employees' organizations, either as a whole, or in groups, and then on down the line, until all organizations among wage earners were destroyed. Then they could have them at their mercy, enforce long hours, low wages, and all of the other measures their cupidity would suggest. However, the mine workers have taken the offensive, and we are told they have organized and added to the ranks of the strikers more than sixty thousand miners in the employ of the Steel Trust since the strike started, and are still going strong. The sixteen railroad organizations have entered into an understanding with the miners. This has been fully approved by all of the organizations that have so far held conventions, and we believe that all of the others approve of it. We are informed that the Brotherhood of Firemen and Enginemen, at their convention, appropriated \$50,000 to aid the miners, and others have taken similar action, we believe. This is as it should be. The welfare of all are involved in this contest, as the influences responsible for it are enemies of all, and seek the destruction of all our organizations. We believe the strike will be successful and hope that it will so terminate at an early date.

THE FEDERAL COURTS AGAIN DESTROY THE CHILD LABOR LAWS.

The earnest desire of a vast majority of the people of the United States to protect the children of the land against the rapacious greed of the factory and mill owners, has been thwarted again by our Federal Courts.

Twice Congress, at the earnest requests of the forward looking people, who seek the welfare of the human race, enacted a child labor law. Immediately after the first law was passed it was attacked by the cotton mill owners of North Carolina, and an obliging Federal district judge in that state declared it unconstitutional, and the United States supreme court upheld the decision. Another measure, which it was confidently held would withstand attacks, was enacted by Congress, and it was immediately challenged by the same interests and the same Federal judge again declared it unconstitutional, and now the supreme court has declared it unconstitutional to attempt to regulate the products of children which are transported from one state to another.

According to this decision, the people of the United States have no protection to offer our children against the greed and rapacity of employers, and the future welfare of our people must be sacrificed on this altar of greed. What matters it to them that hundreds of thousands of the men and women of the future are stunted in mind and body, through long hours of toil in tender youth? While these courts may delay this reform for awhile, as it has delayed many others in the past, it cannot, will not, thwart the earnest desire of the people to protect our youth, and as surely as the earth continues its circle around the sun, so surely will there be a law enacted on this subject that will hold, and recompense for these delays will be made up through more stringent provisions. If these industries can't exist without child labor, they should go out of business. Were the judges ruling in these cases elected by the people, or even appointed from term to term, they would be more responsive to the will of the people.

A LAWYER SAYS THERE IS "NO RESPECT FOR COURTS."

In an after dinner address before a social club of Kansas City, Mo., recently, Frederick Landis, a lawyer of Logansport, Ind., and brother of

Judge Kenesaw Mountain Landis, who recently resigned as Federal district judge at Chicago, Ill., to accept the position of commissioner of baseball, made the statement that "no one respected the courts, because they are not respectable."

Such a statement, coming from a lawyer of some standing in "society," will be received as a startling statement, be discussed pro and con for awhile and then forgotten. But if an officer of organized labor had made it, he would be denounced as an anarchist, un-American, disloyal, and an enemy of his country, and a clamor would have gone up for his deportation, and had such a one made the statement three or four years ago, he would now be serving a good long term in prison.

Such a sweeping, indiscriminate statement is not true, we are glad to believe, for our courts are the corner-stone of our liberties and the orderly intercourse of our social wellbeing. Without them, anarchy, turmoil and insecurity of person and property would prevail, and, we believe, a large proportion of our courts are trying to administer the laws with justice. However, there are many of our courts, unfortunately, that do bear the reputation as charged by this speaker, because the judges presiding over them have lost sight of the sacred trust they hold and their oath of office, and make a mockery of justice. Such men are destroying the foundation of our liberties, as well as that of our civilization, and are therefore enemies of both. We need an awakening in this matter, so that reforms may be made before such charge as made by this speaker is entertained by the masses of our people; for such a condition would be more deadly and destructive to our country and its free institutions than would an attack of an army from a foe from beyond our borders.

Justice is symbolized as a blind goddess, and justice must be blind in reality to the blandishment of the influential and administer justice in an impartial way, regardless of whether it affects the wealthy or the indigent, if our country and people are to continue to prosper; and in order that this may be accomplished, full confidence of all is necessary, and to retain this confidence the judges who preside over them must, in their conduct and decisions, be like Caesar's wife—above suspicion.

SOME INTERESTING STATISTICS ON HOME OWNING.

According to a recent preliminary census report, the total number of homes, not on farms, in the United States in 1920 was 17,600,000, and of this number 7,195,000 or 40.9 per cent, were owned by the occupants; and of these owned homes, 2,855,000, or 39.7 per cent, were mortgaged. The total value of the owned homes not on farms in 1920 was estimated to be \$14,099,000,000 and the indebtedness \$6,000,000,000, or 42.6 per cent. The total estimated mortgaged debt on owned homes and farms in continental United States in 1920 was 11,001 million dollars and the total estimated value on these homes and farms was 31,708 million dollars, to the mortgage debt representing 34.7 per cent of the total value.

Of the total population in the United States, 59 per cent are tenants. The report did not give the total homes on farms or what percentage were owned, but it estimates the value of the owned farms at 17,609 million dollars and the mortgaged indebtedness on same at 5,001 million dollars, or 28.4 per cent.

Past statistics on the percentage of tenants and owners of homes and farms is not very complete, as no effort was made until 1890 to gather such information, but the present large percentage of the people being tenants, would indicate a continued increase.

This is a serious problem that should be solved and a plan devised

whereby this percentage of tenants may gradually be reduced. Give the head of a family a home for their use. It opens up a new vision of life and gives them increased confidence and hope for the future.

KANSAS UNIONISTS IN ANNUAL MEETING.

The annual meeting of the Kansas State Lodge of Boilermakers, Kansas State Federation of Labor, and the Kansas State League of Non-partisan Voters were held in Coffeyville, Kansas, May 13th to 17th. Each made a very good report of its activities, and a fairly good attendance was had, considering the industrial depression that has prevailed during the past year.

The League of Non-partisan Voters perfected plans for an active campaign during the present year, and they expect to make their influence felt in the final result. From all reports, the organized farmers are co-operating with organized labor more actively than ever before.

It was decided to arrange for family picnics on the fourth of July wherever possible, at which a program embracing the reading of the Declaration of Independence and speakers in reference to the importance of independent voting in the coming election this fall will be features.

The Kansas State Lodge of Boilermakers decided to take an active part in lining up the candidates for the legislature in behalf of an efficient boiler inspection law. Such a measure is essential for the protection of the employes where boilers are used for power purposes as well as for the general public, who come into the general danger zones of defective boilers without being aware of their danger; and as the use of boilers are constantly increasing in the state, the consequent danger arising from the use of defective boilers increases each year, where there is no regular inspection and safe regulations provided for.

As our members are the ones who make and repair boilers, they realize more than anyone else the danger arising from neglect in this matter, and it is their duty to inform the public on this matter, and it is to be hoped they will actively perform their duty in this matter and, as far as possible, aid in sending men to the legislature from their section favorable to the enactment of an efficient inspection law.

EMPLOYERS TRYING TO EXTEND "WORKS COUNCILS" IN SHOP MANAGEMENT.

We learn from various sources that employers are trying to extend the new scheme of "works councils," and we are told it is made in an effort to find a way out of the "existing tangle in industry"; hence the increase in the number of those trying this new fangled idea. Evidently it is the fad of the hour and favorite prescription for chloroforming the working people. Any fad, scheme, fake, swindle, or what not, no matter how crude and outlandish, is readily seized upon by unfair employers as an excuse not to meet their organized employes, in a frank and manly way, and arrange equitable and just agreements.

They will spend more time and money on these schemes than would be necessary to inaugurate collective bargaining on a fair basis with all their employes.

This works council idea was doped out by expert shell game artists for certain large employers of labor, after the Industrial Commission, headed by Frank P. Walsh, made its report in 1916, and we are told they were going to inaugurate the Golden Rule in industry. However, the

intervening years since their starting has shown that these works councils were so manipulated as to give the management full control of their activities, and they are used to gradually wean the workers away from the union of their craft, as well as to take away all the advantages and safeguards the unions had secured for them after years of toil. Strange to say, one of the groups most active in pushing these various schemes of shop management has been the government officials in charge of Navy Yards and Arsenals.

They started the Taylor system of alleged scientific management, efficiency experts, etc., and it required action by Congress in circumscribing disbursements of the amounts appropriated for Navy Yards, Arsenals, etc., to prevent them from continuing these unfair and dishonest schemes; and we learn that an effort was recently made by the League Island Navy Yard at Philadelphia to inaugurate a kind of "works council"—sort of shop management—so formed that, by a system of merit or demerit marks, arbitrarily controlled by these officials, that they could ride rough shod over all employees at will. However, their scheme did not work, because the employees refused to be the goat. Seemingly, it is about time to call another halt on these officials and to show them what their duties, and rights of the employees, are.

Organized labor has a better plan than these "works councils"—one that produces results from the employers and employees. It is the shop committees, backed by a collective bargain and agreement. If the employers want to be fair, this is the best means of showing it, and thereby do away with unrest and dissatisfaction.

OUR MOTTO AND WATCHWORD SHOULD BE UNITY.

The labor movement during the last year or more has passed through one of the severest tests that it has ever been called upon to endure, and today it is as firmly united, militant, and determined as ever, having successfully resisted all efforts of big business and the "open shoppers" to disrupt and destroy it. However, a word of warning and caution may not be out of place at this time, as the danger has not yet disappeared. The plotting of its enemies has not ceased. On the contrary, are more active than ever. They are resourceful and will not stop at anything to carry their point. They have tried unemployment, low wages, and want, and still the ranks of labor stand solid. As long as we stand united, no power can destroy or defeat us. However, our enemies, having used force and intimidation without avail, are seemingly trying to use the cunning of the devil, with whom they are seemingly leagued, and trying to inject prejudice and suspicion in our ranks, to arouse antagonism of race and creed, and to cast aspersions and insinuations against the officers of the movement. They know this, if successful, would destroy the trade union movement more effectively than anything else. Too often in the past they have succeeded in arousing, through subtle propaganda, antagonisms in labor's ranks; but we feel assured the members of organized labor are wise to these schemes and will not fall for them, and that they will continue to show complete solidarity and unity of purpose, and if so, no power or combination will defeat us, and we shall succeed in securing better conditions and wages. However, to accomplish this it is essential that we maintain our unity of purpose and actions, and we should frown down in no uncertain way all efforts on the part of anyone who would say or do things that would result in friction or disunity, for they, in doing so, are not loyal to their fellow workers or themselves. All may not agree on all matters, but we can agree to accord to all others the same right we demand for ourselves—to think and act on matters foreign to the labor movement

as we may deem best. As to all matters pertaining to the labor movement, its platform, policy and aim, are sufficiently broad, just and commendable for all its members, as well as the balance of those who toil to stand upon and unitedly support with zeal and unity.

Out of some of our western plains, we are told, there are drovers of long-eared, four-footed animals, whose main weapons of defense are their hind feet, and when danger threatens, gather in a circle with their heads together and their hind feet to the enemy. We can, with profit, imitate the actions of these quadrupeds at this time, by keeping our heads together, when the open shoppers and other enemies of labor are actively seeking our destruction. Our motto and watch word should be Unity!

A NEW LABOR NOVEL.

The Bobbs-Merill Co. of Indianapolis, Ind., have published a labor novel, given the title of "Slag" by its author, Donald McGibiny.

The plot centers around the "Great Lakes Steel Co.," supposedly in the neighborhood of Chicago. The hero is a steel worker in the mills, who fights the plottings of the extreme radicals, who seek to get the control of the organized labor movement of the steel town, and whose campaign has been given impetus through another cut in the wages of the men. In his fight against the radicals, the hero evolves a new plan to settle the cause of industrial unrest and turmoil. This plan was to have the men to save 20 per cent of their wages and put it into a fund. A bank was started to handle the funds. These were used in buying up the stock of the company for the purpose of controlling its policy. Plots and counter plots were put in force by the radicals and the officers of the company, but at the annual meeting of the stockholders, the hero of co-operation appears just as the officers were about to be elected, and with thirty-five per cent of the stock at his command, was able to control the election. The president, who for many years had been very oppressive toward the employes, was ousted and the manager of the mills elected in his place and a fairer policy towards the employes inaugurated. The book gives a good illustration of what could be accomplished by co-operation and systematic saving by the employes of corporations. By this means enormous sums of money could be accumulated in a few years and great undertakings accomplished. This has been demonstrated in several countries of Europe, where co-operation flourishes, and enormous wealth is controlled by them and used in running large industries. Co-operation bids fair to play a larger part in the industrial world in the future, and its possibilities are limitless.

However, the co-operative control of industry is something to be developed in the future. For the present, the main hope of the toilers is in their trade union, in the protection it affords and the benefits it secures.

RAILWAY EMPLOYEES TO CREATE A DEFENSE FUND.

At the Railway Employes Department Convention last month in Chicago, the delegates decided, after mature consideration of the present conditions and the problems which confront the railroad employes, that it would be the part of wisdom to proceed to raise a defense fund for their protection, in addition to and independent of the defense funds of the various international organizations. Therefore, they decided to ask that each member of all the crafts connected with the department, who are employed in railroad work, to contribute to this fund each month until it was decided

enough had been secured, and the amounts so asked are, for mechanics, one dollar per month, and for helpers and apprentices, fifty cents per month.

This is a wise move to make, and while the matter is on a voluntary basis, it is to be hoped that all will promptly respond. The fact that the men have a defense fund raised will give added confidence and security to them, should the necessity for its use arise, and if nothing of such a nature arises, it will be a source of strength, and deter those who would take advantage of them. As our members are always in the front ranks of those to respond in matters of this kind, we feel sure they will do so in this case, and that they will find it a paying investment.

OUR MEMBERS SHOULD SUPPORT "LABOR."

In frequent talks with the readers of this Journal, the editor has taken occasion to emphasize the heavy handicap under which workers struggle in being denied a fair presentation of their aims and claims in the columns of the daily press.

It is our sincere conviction that hostile propaganda is our greatest enemy. The great heart of the American public is true, and its devotion to the "square deal" will operate to prevent lasting injustice to producers, once it understands the real merits of their case.

But it would be folly to attempt to convince ourselves that a section of the public has not formed a biased opinion of workers. There are millions of people who believe, doubtless many of them honestly and sincerely, that the workers are demanding things to which they are in no sense entitled, and which, if gained, would be at the expense of the public.

For this we have only persistently mendacious propaganda to thank.

It goes without saying that the workers, if they are wise as their enemies, should leave nothing undone that will tend to correct this situation, by placing before all the people the true facts that affect labor's economic and political aspirations.

"Labor," the national weekly newspaper of the organized railway employes, has adopted a plan which it believes will go a long way in establishing a well-informed public opinion that will react to the benefit of the workers.

It is at considerable financial sacrifice, offering to send "Labor" to any address in the United States for fourteen weeks preceding the November election at a cost of twenty-five cents.

This will not pay the cost of publication, but "Labor" feels it can afford to foot the loss. The sole object is to acquaint as many as possible with the issues involved in the political campaign of this year in which workers seem determined to participate to a larger extent than ever before.

All over the nation the workers are organizing for effective progressive political action.

To be successful they must have the right kind of publicity. As we have attempted to make clear, they can not depend on the daily press, controlled as it is, in a great majority of instances, by anti-union influences.

"Labor," if widely distributed, will meet this need of information. It can be of inestimable value to the workers, in the political as well as in the economic field.

Of course, the real value of this generous offer made by "Labor" rests with the workers. It is up to them to "spread the gospel" among those who are still dependent upon contaminated news sources for information.

We urge that in every town and city at least one "Spread the Gospel Club" be organized to take advantage of this special offer.

It would be a most effective method were every union, particularly the railroad unions, to select committees to carry the special offer to every worker that can be reached.

With the proper effort, "Labor" can be placed in the hands of tens of thousands of voters in every state and congressional district, and in that way we can contribute very materially toward securing the right kind of verdict on election day.

Get every minister, either farmer, small business and professional man on "Labor's" subscription list during the hottest part of the political struggle. They

should know the facts as workers know them. Many of them are against the worker because they don't know everything about his problems, having listened too attentively to the propaganda of our enemies.

We again say that this is, in our opinion, the most important work that we can now do. Enlightenment spells emancipation. When the people know the truth they will efface themselves from corrupt political manipulators and autocratic employers who would make the workers eat out of their hands.

At the expense of tiring our readers, we also reiterate our earnest appeal that they individually do what they can to secure subscribers for "Labor" under this special offer, and that they bring the matter to the attention of their lodges and have the proper committees named to take up the work in a systematic manner.

QUOTATIONS.

Physical bravery is an animal instinct; moral bravery is a much higher and truer courage.—Wendell Phillips.

The brave is not he who feels no fear, for that were stupid and irrational; but he whose noble soul its fear subdues, and bravely dares the danger which it shrinks from.—Joanna Baillie.

The noblest contribution which any man can make for the benefit of posterity is that of a good character. The richest bequest which any man can leave to the youth of his native land is that of a shining, spotless example.—Winthrop.

Grit is the grain of character. It may generally be described as heroism materialized—spirit and will thrust into heart, brain, and backbone, so as to form part of the physical substance of the man.—Whipple.

In giving of the alms, inquire not so much into the person, as his necessity. God looks not so much upon the merits of him that requires, as into the manner of him that relieves; if the man deserves not, thou hast given it to humanity.—Quarles.

Duty only frowns because you flee from it; follow it and it smiles upon you.—Elizabeth, Queen of Rumania.

Let us have faith that right makes might, and in that faith let us to the end, dare to do our duty as we understand it.—Abraham Lincoln.

Economy is the parent of integrity, of liberty, and of ease, and the bounteous sister of temperance, cheerfulness, and health.—Dr. Johnson.

When you see discord among the troops of the enemy, be of good courage; but if they are united, be upon your guard. When you see contention among your enemies, go and sit at ease with your friends; but when you see them of one mind, string your bow, and place stones upon the ramparts.—Saadi.

Failure always overtakes those who have the power to do, without the will to act, and who need that essential quality in life, Energy.—James Ellis.

The pleasure of commanding our passions is to be preferred before any sensual pleasure; because it is the pleasure of wisdom and discretion.—Tillotson.

Though reason is not to be relied upon as universally sufficient to direct us what to do, yet it is generally to be relied upon, and obeyed, where it tells us what we are not to do.—South.

STRIKES NOW IN FORCE.

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)	ing co., for the Dominion Government.
Rochester Tank & Boiler Works, Rochester, N. Y. (Unfair.)	Atlanta, Birmingham & Atlantic R. R. (Federated strike on.)
Billberg Boiler Works, Houston, Texas. (Strike on.)	Missouri & North Arkansas Ry. (Federated strike on.)
Peluso Oil Works, Franklin, Pa. (Unfair.)	Minneapolis Threshing Machine Co., Hopkins, Minnesota. (Strike on.)
The Lucy Mfg. Co., Chattanooga, Tenn. (Strike on.)	Cosden Refining Co., Tulsa, Okla. (Lock out.)
Morse Bros. Mach. & Supply Co., Denver, Colo. (Unfair.)	Higgins Bros., Bayonne, N. J. (Unfair.)
Cramps Ship Yard, Philadelphia, Pa. (Strike on.)	Petroleum Iron Works, Port of New York. (Unfair.)
Ajax Boiler Works, Denver, Colo. (Unfair.)	Wm. F. Copping Contract Ship & Tank Works, New Orleans, La. (Unfair.)
S. F. Bowers & Co., Inc., Fort Wayne, Ind. (Unfair.)	Vulcan Iron Works, Wilkes Barre, Pa. (Strike on.)
Provo Foundry and Mach. Co., Portland, Me. (Strike.)	Wilmington Iron Works, Wilmington, N. C. (Unfair.)
Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)	Wilson Bros., Hoboken, N. J. (Unfair.)
Ritter-Conley Co., at Paragon Oil Co., Toledo, O. (Strike on.)	Salt Lake Boiler & Sheet Iron Works, Salt Lake City, Utah. (Unfair.)
Mathison Alkali Works, Saltville, Va. (Strike on.)	J. D. Cousins Boiler Works, Buffalo, N. Y. (Unfair.)
Lebanon Boiler Works, Lebanon, Pa. (Unfair.)	Lake Erie Boiler Works, Buffalo, N. Y. (Unfair.)
McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)	
Dominion Shipbuilding Yard, Toronto, Ont., Can. (Strike on) on work being done by the Collingwood Shipbuild-	

International Officers' and Organizers' Reports

REPORT OF INTERNATIONAL VICE-PRESIDENT NOLAN.

Since last report my time was taken up on matters relative to local lodges at Portsmouth and Norfolk, Va., from April 1 to 5. Left for Chicago April 6, reaching there on the 8th and had the pleasure of attending the regular convention of Division No. 3, of the Railway Employees Department on April 8 and 9, with President Garvey in the chair.

I was pleased to see the large number of delegates present as well as many of the old timers tried and true in the federated movement of the southeast territory. However, I wasn't much surprised by any means, owing to the fact that Division No. 3 was well known in the federated movement in the good old days, as the southeastern consolidated federation of railway shop crafts with every federated officer on the job, and every member of that federation at all times standing right behind them on any grievance which was a violation of the agreement with the various railroads in the southeast section and I repeat that the writer was sure pleased to again have an opportunity of being present at convention of Division No. 3 which I have been associated with for many years and many of them old timers and battle-scarred in the federated movement of our country. They are still on the job and there to stay in defense of the membership so faithfully represented in the past by them, and will do so in the future regardless of all opposition on the part of a few railway executives whose one object is the total destruction of the federated shop movement on American Railways. May we stand together as one man making it impossible for a financial clique of would-be union busters to defeat our legitimate efforts for recognition and a square deal. It can't be done when lined up in a federated position which is the very essence of trades unionism and sound practical amalgamation of railway shop crafts and under the banner of the Railway Employees Department of the American Federation of Labor.

I was also present during the convention of the Railway Employees Department and for the first time since the department was re-organized, and had the opportunity of hearing many of the prominent men connected and representing the labor movement of the country discuss the present day situation on the opening day of the convention. The various speakers on that occasion were given the closest attention as well as considerable applause and more especially when the industrial spit ball was thrown right over the plate and by speakers who from long and trying experience understood the game and knew what they were talking about.

The personnel of the delegates was above

the average. All road chairmen of their respective crafts on the railroads they represented whose object was by remedial legislation to better the condition of the membership they represented, and truly it must be admitted that their efforts in that direction was a continual effort from start to adjournment of convention not only in the interest of the various divisions but also to make the Railway Employees' Department a movement worth while on American railroads, in order to curb the rotten and unbearable activity against organized labor on the railroads by a few brainless executives who never learn from past experience that the organizations are here to stay and can't be crushed by industrial kaisers, court made laws or criminal efforts to re-establish slavery in Uncle Sam's dominions. And further, I desire to say that late convention of the Railway Employees Department was a success and paved the way for greater efforts in the future in the way of closer co-operation between the divisions as well as the Internationals they are members of and the Railway Employees Department of the American Federation of Labor. In closing this report in connection with late Convention at Chicago, I take this opportunity of expressing my appreciation of the fairness to each and every delegate in Convention at all times and many times under the most trying conditions by the chair, Brother Jewell, whom I have known and worked with for several years in the labor movement, who is and was honest at all times in the interest of the men he represented. May his shadow never grow less in the great work he and his co-workers are fighting to accomplish the emancipation of the Railway shop crafts on American railroads.

The Executive Council of the International Brotherhood was called in special session during the convention of the Railway Employees Department, as many matters of vital interest to the International Brotherhood was pending at that time which the international president deemed necessary to act on. A copy of the proceedings of special session will be mailed all lodges when turned over to the international office by the printer.

Just a word about conditions in this section. They show a slight improvement, but hardly noticeable as there are yet a large number of boiler makers still idle at Portsmouth and Norfolk, Va., but are hoping for a change for the better in the near future. At government navy yard and contract shops, however, our day will again come around and justice once more will be supreme and the great man power of evolution will come into its own regardless

of the fact that the time may be retarded by unnatural and un-human agencies, as the seeming impossibilities of today becomes the accomplished fact of tomorrow, as justice grinds slow but sure, as justice can harm nobody and in order to get the full fruits of it it must be dealt out to all alike and when applied otherwise all of us know the result which is evident in the land today, as the country loses its man power and labor is placed in a position whereby it must unite as a unit or go down in a mass to be crushed by a combination that is and has refused to obey the mandates of law when the almighty dollar is

the issue and seem to get away with it. Still we have the remedy in our hands to prevent such conditions but do we apply it? We are a nation of voters but the workers fail to act as a unit in placing men in official positions that will legislate for all the people, and when we use this necessary and wise power it will cause to crumble into oblivion the very policy of the money power of this nation who are using every foul means to crush the men and women who toil for a daily wage.

Hoping for a better day in the near future to membership as a whole, I am, yours truly and fraternally, Thos. Nolan, I. V. P.

REPORT OF INTERNATIONAL VICE-PRESIDENT JOSEPH P. RYAN.

(Period April 16th to May 15th, 1922, Inclusive.)

Chicago, Ill., May 15, 1922.

Railway Employees Department Convention.

Resuming my report of the features of the Railway Employees Department Convention held in Chicago from April 10 to 22, 1922, inclusive, it will interest the numerous members who read the Journal to note the following: The seating of the International Brotherhood of Stationary Firemen and Oilers in the Railway Department was accomplished by creating a new section as neither the Mechanical Section nor the Transportation Section properly cared for said organization. A stiff fight resulted on the application of the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers and after a considerable discussion this matter was referred to the Executive Council of the Department owing to the present status of said organization and the American Federation of Labor. The application of the Painters, Plumbers and the Brotherhood of Railroad Signalmen were denied, jurisdictional controversy no doubt having considerable influence in the convention action. Relative to the election of officers, Bros. A. O. Wharton, B. M. Jewell, John Scott and J. F. McGrath were unanimously re-elected to their respective offices and Brother A. O. Wharton granted an indefinite leave of absence. Two of the most important features of the convention were the adoption of resolutions providing (1) for the taking of a national strike vote and (2) the authorization by the convention of a contribution by all railroad employes covered by the mechanical section of the department of \$1.00 per month by all mechanics and 50c per month by all apprentices

and helpers and coach cleaners, same to be collected by each International Organization from the membership and forwarded to the Railway Employees Department. Inasmuch as both of the above propositions were authorized by the Sixth Biennial Convention of the Railway Employees Department, our membership should make every effort possible to secure not only a substantial strike vote, but all members employed on the various railroads throughout the United States should make haste in paying this. It will be noted in the circular sent to all system and local federations that this donation is to continue from month to month. Our members should keep this fact in mind and each and every member of each organization involved should do his share in making both of these propositions a success.

During the convention your International Executive Council met in session each evening. Sundays excepted and daily sessions were held April 24 to 26, 1922, inclusive, on which date the meeting adjourned. Approximately 50 odd subjects were considered and passed upon by the council during the special session at Chicago in connection with the attendance of the council at the Sixth Biennial Convention of the Railway Employees Department.

In connection with the foregoing the writer has been occupied with organization matters in my home city for the past two weeks. Trusting that the information contained herein will be of interest to the many readers of the Journal who are not privileged to attend the convention and who have not as yet been able to receive the printed proceedings, and with best wishes, I am, fraternally yours, Jos. P. Ryan, I. V. P.

REPORT OF VICE-PRESIDENT McCUTCHAN.

Montreal, Quebec, May, 15, 1922.

Period March 15th to May 15th, inclusive.

At the conclusion of the period for which I made my last report, I was in the Saskatoon District adjusting some of the affairs of Lodge No. 600, which I trust was done to the satisfaction of all concerned, after which

I returned to Winnipeg via Neudorf and Brandon.

At Neudorf I was successful in securing the applications of the boiler maker and his helper employed by the Canadian Pacific Railroad, also in application for the machinist organization. The boiler maker

in this case being Archie Blair, one of the old timers, that is well known by many of our members in Western Canada.

Lodge No. 321 at Brandon was found to be in good shape, all things considered, and many matters of concern to their members was acted upon at the meeting of the local attended by the writer. Of the six Division points under the jurisdiction of this local, there was at that time only three possible members that were not lined up.

Semi-Annual Conventions of District Lodge No. 30 and Division No. 4.

Returning to Winnipeg on March 19th I remained there until April 7th the greater part of that time was spent in attending the conventions of District Lodge No. 30 and Division No. 4, in addition to handling correspondence and other business of the organization.

A fairly good attendance of delegates were in attendance at the convention of District Lodge No. 30, which was in session from March 23rd to the 26th, also a number of evening sessions during the Division's convention the following week.

Minor changes were made in the Districts by-laws, the principal one, was to provide for the three District Executive Board members on the Executive Board of Division No. 4, to act on the schedule committee of Division No. 4, if the finances of the District will permit of same, in place of one as formerly, and who was paid by the Division.

Reports were made by officers and delegates, which proved beyond a doubt, that the District was functioning quite satisfactorily, in spite of the sessionists movements and the industrial depressions.

Consideration was given to the Railway Association of Canada's proposed changes to the Boiler Makers' & Helpers craft rules as contained in Wage Agreement No. 4, and counter proposals in our favor, were decided up by the delegates, to be presented to the Association.

A special report of Division No. 4's convention is contained on pages 234 and 235 of the May issue of our Journal.

Grand Lodge Executive Council's Meeting and Railway Employees' Department Convention.

April 7th to the 26th inclusive, was spent in Chicago attending a special meeting of our Grand Lodge Executive Council, which was held in conjunction with the convention of the Railway Employees' Department, our session being held in the evenings and on days upon which the convention was not in session, and as a report of our actions will be sent to each of our lodges, it is needless for me to make further reference to same.

Just a word in passing, relative to an impression gained by the writer from the Department's convention. To the best of his knowledge this is the first convention of any of the regular labor unions, which have been

held recently, in which there has been any indications, of any consequence, from those in attendance that they realized the need of greater "solidarity" amongst the "working class" and made what they considered a proper attempt to secure same.

This, however, was very noticeable at this convention and while the proposals that were made in that direction were "out of order" in this convention, they do indicate that there is an awakening amongst some of the workers in these two countries, which gives hopes for the future.

Schedule Negotiations for the Railway Shopmen in Canada.

Arriving here in Montreal from Chicago on April 28th the writer has been meeting with the schedule committee from Division No. 4 and who are participating in the negotiations with the Railway Association of Canada, over the proposed changes that have been made by both parties to Wage Agreement No. 4.

The changes proposed by the Association, were in the main, the same as those made by the United States Railway Labor Board to the United States "National Agreement" for the shopmen, as contained in Addendum No. 6 to Decision No. 222, and which was put into effect on most of the roads in the United States last fall.

Needless to say the most obnoxious of the Association's proposals, was on "Rule No. 6" which as originally presented by them, was the same as that contained in the Addendum, but we were finally successful in getting them to modify same, so that shopmen necessary to the operation of power-houses, train yards, running-repairs and inspection forces, will be assigned one day off in seven (if possible Sunday) and if required to work on the day assigned off, they will receive time and one-half for same, also when required to work on Christmas, New Year's and Labor Day.

From the above it can readily be seen, that it is a distinct improvement, over what is now generally in effect in the United States and we have also been successful in getting the Association to modify in our favor, a number of the other rules as originally presented by them.

In the Boiler Makers' classification of trade or Rule 79, we got the words "except in ash-pans" after the words "rigging," thus maintaining the "grate and grate rigging" for the boiler makers, other than in the ash-pans. The last two paragraphs of this rule, that were added by the United States Labor Board, have also been eliminated.

After about four weeks of negotiations the schedule committee feels that they have secured every thing that it is possible to secure by negotiations, and they are therefore signing an agreement, subject to thirty days' notice, and in which they are accepting the changed rules, subject to ratification or otherwise by the membership.

The whole matter will be got in shape in the next few days, and submitted to a "strike vote" of the membership and unless the membership is prepared to cease work to force more from the Association, they should vote to accept that which will be placed before them, as every thing that could be accomplished by other methods has been done.

I wish to urge, in this connection, the importance of every one of our member employed upon the Canadian Railroads, the necessity of securing one of the ballots, that will be issued upon the above matter and voting one way or the other, so that we may have a proper expression of opinion from those concerned. Yours fraternally, R. C. McCutchan.

Correspondence

AN APPEAL FOR AID FOR AN INJURED BROTHER.

Indianapolis, Ind.

To All Members International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America:

Brother Thomas Mears, boiler maker Reg. No. 25334 while recently employed at the trade had the misfortune of having his hand caught in a pair of boiler rolls and severely crushed. For the past fourteen weeks Brother Mears has been under the constant care of physicians and though there is chances of the hand being saved there is some doubt as to when he will be able to work at the trade.

Brother Mears is an old time member of our organization having been initiated Oct., 1898, Lodge 40. Prior to this accident Brother Mears had been out of employment for some time and was not very well financially situated.

This local has helped Brother Mears to the extent of its finances and is now asking the financial help of all locals of our organization.

Thanking you in advance for any assistance you may be able to send us we beg to remain sincerely yours, Committee Local Lodge No. 10, A. J. Conway, D. E. Bannon.

Make all donations to A. J. Conway, 30 N. Pershing Ave., Indianapolis, Ind.

Approved by Wm. Atkinson, assistant president.

East Boston, Mass.

Dear Sir and Bro:

Lodge 585 as in fact all other branches of organized labor in Massachusetts, has been saved from the danger of having their usefulness as a potential factor in the onward development of the social, economic and intellectual well being of the wage-earners of that state, immeasurably undermined, by the richly deserved defeat of the recent attempt to establish in Massachusetts a court of industrial relations.

The bill to create this court was referred to the Committee on State Administration, before whom Ex-Senator John J. Kearney of East Boston, who had for weeks before in the rostrum and through the public press, thoroughly aroused the people of Massachusetts to the nefarious nature of such class legislation, appeared, and with all the power

of his alert mind, schooled by years of faithful study in the fundamental ethics of industrial economics, pointed out in an eloquent and convincing manner to the committee, that "the proper title should be an act to establish involuntary servitude for the workers of Massachusetts; it would be a most sweeping law and would violate the 13th amendment to the Constitution of the United States, for no matter from what unbearable conditions the workers would be suffering, they would have to accept them without question, if the court of industrial relations, if created would so decide; this proposed law is a relic of the 15th century establishing autocracy in industry by law and Massachusetts, one of the most progressive states in the Union, will not stand for this blotch upon its escutcheon."

Charles J. Hodson ably seconded Bro. Kearney, saying that every labor union in Massachusetts was against the bill, for which even its chief sponsor, Frank Stern, had failed to appear at the public hearing. The committee did not waste much time in considering the bill and gave it leave to withdraw, and the Massachusetts legislature accepted the report of the committee and the bill died a natural death.

At the May 1 meeting of Lodge 585, Ex-President John J. Minton presided and conducted the business in his usual efficient manner. The hustling proclivity of Bros. Wm. F. Nyham and Dan Higgins has resulted in the coming back to the fold of a number of former members, who had by some fantastic reasoning of their own, strayed away, and it is expected this tendency to return is but the forerunner of an influx of increased membership that will again place the organization on the top crest of the wave of prestige that it enjoyed in its halcyon days. Yours fraternally, D. B. McInnes, C. S., L. 585.

Washington, D. C., May 12.

Dear Sir and Brother:

We beg to advise that Lodge No. 293, located at Shawnee, Okla., has renewed its 100 per cent subscription to Labor for 1922.

May we ask that you make favorable mention of this fact in an early issue of your publication. Yours fraternally, Labor, W. P. Neville, Treasurer.

Philadelphia, Pa.

Dear Sir and Brother:

Enclose please find photograph of Brother J. Carlin of Lodge 331, Philadelphia, who wishes your hearty co-operation and help from all lodges in his endeavor to make the

Workmen as individuals in our days are as much at the mercy of the employers as is the rudderless ship at the mercy of the waves.

The labor movement, however, confronts each new economic situation as it arises,



Bro. J. Carlin of Lodge 331, Philadelphia, Pa., and his flower shop.

floral business a success that he just started. The brother is in a crippled condition and is worthy of everyone's support. Trusting that the picture will be reproduced in the next issue of the Journal, I am fraternally yours, Jas. A. Quinn, Rec.-Secy., Lodge 331.

Hoboken, New Jersey.

Dear Sir and Brother:

In my official capacity I come in daily contact with pessimistic craftsmen who are so thoroughly convinced that the world in general and the labor movement in particular are fast going to the demnition bow wows that they won't listen to a logical analysis of the situation and persist that special privilege has put the rollers under us and is pushing us to the toboggan slide that terminates on the edge of oblivion.

Organized labor, some say, is voiceless, but such is not the case. Its representatives are in evidence not only at the national but also every state capitol. Its publications regardless of the date of issuance are literary forums in which the voice of labor is heard, sometimes more emphatic than polite, but heard nevertheless; but unorganized labor is affected with dumbness and nowhere have we heard a more convincing presentation on this truth than in an ancient copy of the "Alberta Labor News" which handles the subject as follows: "Unorganized workers have no voice in fixing the terms of their labor. They have two alternatives: Accept the terms laid down to them by organized employers or get along as best they can."

In our time we are not called upon to deal with individual employers, industry is so developed and wealth so concentrated that we are confronted in nearly every avenue of employment with the association interests of the employers.

ready to give succor, to speak for them, with the voice of organized power.

Labor is defenseless, is weak, has no voice, so long as it chooses to remain in that condition. The labor movement is open to every man who works with hand or brain. It recognizes no aristocracy among the toiling masses. Born of a common interest it welcomes all on terms of equality. Its strength is limited only by the strength of those who compose it. All the economic advantages which the unorganized worker enjoys is a mere reflex of the activity of those who have principle enough to be part of the labor movement. The standards of hours, the rate of pay, and working conditions—all are graduated from the trade agreements prevailing in the organized trades.

The man or woman, then, who holds aloof from the union of his or her craft, while accepting the benefits which accrue from the organization, is not only taking something for which no service is rendered but is checking a movement which can give greater benefit to all in the trade were all a part of it.

Those who have allowed themselves to become delinquent along with those who have never had a card gain everything and lose nothing by attaching themselves to the trade union movement. By remaining out of ranks they retard their own development as freemen and check the progress to a better life of all who labor.

You will hear many employers say that with wages at their present figure they cannot compete with others, not only in this country but in Europe where wages are said to be lower than they are here.

Now it is quite possible that in some cases a temporary adjustment will be found necessary. But if it is, the employers might take

a leaf out of an old Italian book. But I think in many instances wage cuts will not be necessary if the employers introduce better machinery and better methods.

I have one final thought in mind: If there is an industry which is unable to meet competition while paying decent wages it may be far better for the nation for that industry to cease to exist.

"It would be better for the employer to use his capital in some industry in which he can at one and the same time pay good wages and successfully face competition. Might inform our brothers through this medium that conditions are not as good as we would wish them to be. Occasionally there is an odd job, but there are more than enough on hand to take care of same; so until conditions get a little better I would advise brothers to keep away from this part of the country.

At this particular time I might state that Int. Vice-President, John J. Dowd, is doing all in his power to assist business agents representing locals in this part in securing two 250 ft. stacks that are to be erected in Brooklyn, N. Y., and from all accounts our brothers will erect same which undoubtedly will be of great assistance to them.

I am doing all in my power at present to secure two 50,000 gallon tanks being erected at Homestead, N. J., by Pittsburgh, Des Moines Co. of 50 Church St., New York, and hope that within the course of the next day or two that brothers from locals in this port will be on the job in place of unorganized ironworkers who are at present trying to erect the job.

In conclusion I hope that the future has prosperous times in store for all in our organization, with best wishes I am fraternally yours, D. J. McGuinness.

Limon, Colo.

Dear Sir and Brother:

It is with pleasure I write you to ask you to publish in the Journal the outcome of the city and school election this spring in Limon. Every candidate elected was a union man, which speaks fine for Organized Labor in this vicinity. We elected as follows:

J. T. Osborne, mayor, member of Station Agents organization; J. J. Ryan, of the Machinists, Ed Wilson of the Switchman and Thos. Cope of the Blacksmiths for Aldermen; and on our School Board we elected J. D. Clyde as treasurer, a member of the Machinists and John J. Olson of the Telegraphers organization.

This goes to show brothers what we as organized men can do, once we put our shoulder to the wheel. We are going just as strong in the November elections, or at least put forth our best efforts to get men who favor labor, from this section of the country, elected to office in Washington.

Come brothers, let's show Capitalism that Labor is going to have a voice in our country's affairs whether national or local city. Yours fraternally, Earle Cass, Sec. 461.

Long Island, New York.

Dear Sir and Brother:

Kindly publish the following in the next issue of the Journal. The officers and members of Lodge No. 264 wish to thank the following Lodges for their generous donations in behalf of Brother John Fehling, Reg. No. 9893:

Lodge No.	Amount	Lodge No.	Amount
65	\$2.50	565	\$2.50
127	5.00	62	2.50
15	1.00	355	2.00
534	5.00	664	2.00
60	2.00	553	5.00
95	1.00	248	1.00
161	5.00	510	5.00
111	2.00	485	2.00
199	1.00	32	2.50
117	5.00	587	1.00
575	2.50	286	1.00
384	2.00	171	1.00
348	2.00	508	1.00
119	1.00	10	1.00
487	3.00	567	2.00
98	5.00	599	1.00
285	1.00	52	2.00
121	2.50	477	5.55
148	2.50	450	2.00
123	5.00	521	2.35
507	1.00	11	1.00
594	5.00	68	5.00
340	5.00	51	1.00
Total received		\$118.40	

Brother Fehling and family wishes to thank the above Lodges for their generosity in their behalf, with best wishes, I remain, yours fraternally, Wm. F. Phillips, Cor.-Fin. Sec., Lodge No. 264.

Arkansas City, Kans.

Dear Sir & Brother:

On April 4th the labor organizations of this city elected an ex-railroad engineer for mayor. A union man. In his appointments for chief of police he appointed Bro. Chester Daily, a union boilermaker. And on the police force the president of The Central Labor Union. One from the B. R. C. of A. and one from the Teamsters Union. We think we won quite a victory as both of the city papers were very bitter toward our candidates. We failed to elect our man for city commissioner by 79 votes. If you think this would be good reading you may use it. With best wishes, I am, fraternally yours, C. A. Nolen.

"Quack" doctors do not cure gonorrhea or syphilis. Their treatment often does serious harm. Most "quack" doctors are "advertising" doctors.

In Memoriam

The following deaths of members and their relatives have been received with suitable resolutions of sympathy:

MEMBERS.

- Brother Alfred Hugo Mielke, member of Lodge 221, Pittsburg, Kans., died recently.
- Brother Jos. Schwartz, member of Lodge 154, Pittsburgh, Pa., died recently.
- Brother Martin King, member of Lodge 154, Pittsburgh, Pa., died recently.
- Brother W. J. Gannon, member of Lodge 596, Casper, Wyo., died April 7, 1922.
- Brother Wm. Cook, member of Lodge 434, Chicago, Ill., died March 22, 1922.
- Brother George Strider, member of Lodge 155, died in St. Louis, Mo., April 16th, 1922.
- Brother Thomas Flood, member of Lodge 27, St. Louis, Mo., died January 16, 1922.
- Brother John Lowrey, member of Lodge 27, St. Louis, Mo., died April 17, 1922.
- Brother James Sullivan, member of Lodge 27, St. Louis, Mo., died April 18, 1922.
- Brother John Kaiser, Jr., member of Lodge 27, St. Louis, Mo., died recently.
- Brother J. Kaiser, Sr., member of Lodge 27, St. Louis, Mo., died Jan. 15, 1922.
- Brother Thos. C. Morgans, member of Lodge 159, Wilkes Barre, Pa., died recently.
- Brother Arch Hands, member of Lodge 102, Louisville, Ky., died May 4, 1922.

Brother P. R. Markey, member of Lodge 217, Cleburne, Tex., died recently.

Brother F. E. Nagle, member of Lodge 281, Norwood, Mass., died March 7, 1922.

Brother Albert Roth, member of Lodge 32, Kansas City, Mo., died recently.

RELATIVE OF MEMBERS.

Robt. J. Cross, Jr., son of Brother Robt. J. Cross of Lodge 100, Marshall, Tex., died over sea.

Son of Brother Louis Bianchi of Lodge 98, Tucson Ariz., was drowned recently.

John Fisher, brother of Brother Herman Fisher of Lodge 434, Chicago, Ill., died March 24, 1922.

Catherine Scheeler, mother of Brother Geo. Scheeler of Lodge 155, Bloomington, Ill., died April 24, 1922.

Chas. Widaman, father of Brother Chas. E. Widaman of Lodge 199, Horton, Kans., died April 19, 1922.

Mrs. Florence Merz, sister of Brothers Chas. and Cris McLellan of Lodge 163, Hoboken, N. J., died May 10, 1922.

Mrs. Edith Clemmens, sister of Brothers Walter and William Perry of Lodge 80, Anaconda, Mont., died April 10, 1922.

Mother of Brother Mathew Hart of Lodge 81, Springfield, Ill., died recently.

In the Cause of Safety

THOUGHTFULNESS AS A FACTOR ON M. & ST. L.

Paper Prepared and Read by Mr. P. Lubahn, Frt. Car Carp., Cedar Lake Shops.

Thoughtfulness covers nearly everything concerning the safety first movement. If all the employes of this system would constantly practice thoughtfulness there would not be any injuries due to carelessness.

A thoughtful man always picks up a board with a nail in it instead of waiting for the next man to step on it. A thoughtful man always calls the foreman's attention to a defective tool or other dangerous

condition instead of waiting for his brother to get hurt, and then telling somebody about it.

Try practicing thoughtfulness for a week or two in all your actions, not only on the job but away from it, and it will become a fixed habit; it will be like a permanent investment that brings good returns.

"It is better to think twice than to get hurt once."

THOUGHTFULNESS AS A FACTOR ON M. & ST. L.

Paper Prepared and Read by Mr. V. S. Vieg, Machinist, Ft. Dodge, Iowa.

Thoughtfulness in this case is a thoughtful employe or in most cases a thoughtful man.

What I am going to try to say is that thoughtfulness should be individual and not collective; that each individual employe or man should be thoughtful, not depending on the thoughtfulness of others to supply where he is lacking.

A thoughtful man—

Is known as a careful man.

Is considerate of the safety of others as well as his own.

Applies the principle of cause and effect to his every day work.

Thinks clearly, looks before he leaps and is sure he is right and then goes ahead.

Will try to place himself in the position of the other fellow or try to get his viewpoint.

Will co-operate with others or get others

to co-operate with him, to accomplish something.

Profits by observation, taking notice of what is going on.

Profits by his own and others' mistakes.

When we were small we discovered by getting burned that fire was hot, but since that time we have avoided getting burned by thoughtfulness.

In the Safety First movement on this

railroad, let thoughtfulness help all of us in all departments and keep us and the M. & St. L. from getting burned. In the operation of a railroad the factor of safety would be increased immensely if 100 per cent thoughtfulness by all employes could be applied and carried out.

If it is true that an ounce of prevention is worth a pound of cure, it is equally true that an ounce of thoughtfulness will prevent a pound of accidents.

THE FUNCTION OF SAFETY WORK ON M. & ST. L.

Paper Prepared and Read by Mr. Wm. Gallagher, Conductor, Oskaloosa, Iowa.

The public forms its opinion of railroads by what it sees. If an employe is discourteous, or fails to pay attention to his duties, he gives the public a poor opinion of the railroad which employs him. Likewise if a yard man fails to keep his yard clean, the public will think the road negligent and will not wish to patronize it.

If tracks are filled with rubbish, the employe must keep one eye on the ground and the other on the job. Under such a condition there is every chance of an accident, and the lives of workmen and passengers are in danger.

Our Safety Committee was formed for this very reason. Its purpose is to reduce accidents of all kinds; to teach both employer and employe that the art of safety should be practiced always, and that no

chances whatever should be taken. It is our duty to report all unsafe conditions and all practices which might lessen general safety.

We have already seen many material results of our work but there are others. Every one who makes a report is recognized, whether he is superintendent or the lowest paid employe. In this way democracy in industry is brought about.

Then, too, it is the highest kind of service to render to humanity, the saving of lives.

To turn to the mercenary side—it is good business. A safe railroad means increased efficiency and trade.

Therefore, let each one of us try to make the M. & St. L. one of the safest and best railroads in the United States.

Co-Operation

DIRECTOR GENERAL OF MEXICAN RAILWAYS DECLARES CO-OPERATION SOLVES LABORS' PROBLEMS.

"Co-operative organizations properly constituted and conducted will accomplish the highest functions of a labor union and establish genuine economic liberty," declares Ramon P. de Negri, Director General of the Mexican Railways of Mexico, in a remarkable appeal just issued to the railroad workers of our neighboring republic. Director General de Negri outlines a plan whereby the Mexican workers can achieve the emancipation from economic bondage attained by European workers through co-operation. "There is no reason," he says, "why the Mexican worker, who is strong and able, cannot accomplish as much as his brothers in other countries."

American workers would do well to heed de Negri's advice to their Mexican brothers. His appeal continues:

"It can not be question that if the workers succeed in becoming their own furnishers, their own merchants, their own apothecaries, the enormous amount of money which the workers spend for their living will return to its source, thus increasing their economic solvency and giving them renewed

strength to prosecute their fight for freedom from wage slavery."

De Negri calls upon the Mexican workers and farmers to organize immediately for co-operative production and distribution along the lines which he suggests:

"I am convinced that if the Mexican workers will carry out this program, he will in a short time become an example of economic independence, and will have an effectiveness and stabilizing influence that we have never reached in all our history. He who thinks he can be called a free man without being the owner of what his efforts produce is simply a miserable fool. Liberty and freedom consist in receiving that to which one has a right, and in fulfilling that which honestly creates a duty as a result of right. If we do this thing the workers of the world will approve our act as a step to liberate ourselves from economic poverty, which is the greatest national calamity of any nation."

A new day will dawn for organized labor in America if the Administration at Washington were as much concerned about the

welfare of the workers as is the Mexican Director General of Railways and his official colleagues. Perhaps that is the reason why our Department of State refuses to recognize the Mexican Government!

Danish Co-Operatives Prosper Despite Economic Depression.

While the governments of Europe are staggering on the verge of bankruptcy, the workers and peasants of Denmark are proving that a society co-operatively organized is bound to prosper, independent of the political state or the ups and downs of private business. The great Danish Co-operative Bank of Copenhagen shows a net profit for 1921 of 2,500,000 kroner, or 33 per cent more than the previous year, according to the All-American Co-operative Commission of Cleveland which has just received the report of the Danish co-operators. After paying 5 per cent interest on capital, the Danish Co-operative Bank placed 1,000,000 kroner in its reserve fund and left the balance of its earnings to be distributed to its depositors and customers on a co-operative basis. This substantial earning was made in addition to the fact that 701,403 kroner had been deducted from the assets of the bank because of falling prices. Besides its central office in Copenhagen, occupying a whole city block, the Danish Co-operative Bank has 47 district branch offices and 59 sub-offices throughout the country.

The Danish Co-operative Wholesale Society also reports a substantial increase in business during 1921, despite industrial depression, unemployment, and fierce competition by private interests. From a total sales of 131,000,000 kroner in 1919 and 203,000,000 kroner in 1920, the Co-operative Wholesale reports a business exceeding 210,300,000 kroner for 1921, of which 35,700,000 kroner represents goods produced by the society's co-operative factories. The Danish Co-operative Wholesale Society is composed of 1,800 local co-operatives with nearly 350,000 members. Even the splendid record of the Co-operative Wholesale Society is surpassed by the Danish Agricultural Co-operatives, the Milk Distributors' Society doing a business of 750,000,000 kroner, the Co-operative Cattle Society 268,300,000 kroner, and the two Farmers' Purchasing Societies a combined turnover of 367,000,000 kroner. The combined business of the Danish co-operative societies reached the huge sum of 1,470,300,000 kroner (\$476,900,000.00 par).

Colorado Co-Operators Do Twenty-Five Million Dollar Business.

Twenty-five thousand Colorado farmers allied in 150 successful co-operative organizations did a business last year close to \$25,000,000.00 according to the reports of the Farmers' Educational and Co-operative Union, the Equity Union, the State Grange, and other large co-operative groups. Although the Rocky Mountain co-operators labor under many difficulties, including an indifferent state administration, their record

compares favorably with that of Minnesota, Wisconsin, Iowa, and other midwestern states which excel in co-operative achievement.

The Colorado Farmers' Union State Exchange, the central wholesale in Denver is doing an annual business of about \$3,000,000. A single farmers' co-operative supply house in Yuma, Colorado, approximates \$2,000,000 as its business turnover for last year. The co-operatives at Longmont and Wray both transacted business in excess of \$1,500,000.00. The Co-operative Supply Company of Monte Vista, Colorado, dominating the potato market of the great San Luis Valley has liberated its members from the exploitation of commission men and market speculators, and last year shipped over 3,500 cars of the best Colorado potatoes direct to dealers.

One of the greatest achievements of the Colorado co-operators is their co-operative fire insurance companies. They made a study of the private companies which revealed that the commission received by the agents alone were sufficient to cover the actual risk, and that millions of dollars were being taken from them by the big fire insurance concerns in profits and graft. The total business of the Colorado farmers co-operative fire insurance companies now totals over \$30,000,000.00 written at one-third or less of the former cost. Of this amount the Farmers Union Mutual carries \$15,000,000, the Grange Co-operative Insurance Society \$8,000,000, and the Weld County Protective Company \$5,000,000; the balance being written by local co-operatives.

Co-Operative Societies Pay Substantial Dividends.

Despite the prevailing business depression competently managed co-operative societies throughout the country are paying substantial dividends on their business for the last quarter and the preceding year. The Villa Grove, Ill., Co-operative Society has just made public its report for the three months ending April 1st, 1922, showing sales of \$36,967.00, gross profits of \$7,375, and a net profit after paying all expenses, including depreciation and interest, of \$2,439. Of this sum a 7 per cent dividend has been paid to all members, in addition to interest on loan capital and 3 per cent added to reserve.

The Bohemian Workingmen's Society of Cleveland reports sales for the past year of \$234,620.00 on which a net earning of \$6,383 was made. After paying 3 per cent on share capital and allowing 3½ per cent patronage dividend to customers, the balance was put in a reserve fund to enlarge the six stores of the society.

The Sault Ste. Marie, Michigan, society did a business of \$309,000.00 during the past year, turned over its working capital of \$19,000 fifteen times, and has recently paid \$12,000.00 savings return to customers, representing a 5 per cent rebate to members

and 2½ per cent refund to non-members. In addition 6 per cent was paid to the shareholders for the use of their money.

Co-Operative Insurance Thrives in Britain.

The Co-operative Insurance Society, Ltd., the only organization of its kind in Great Britain, has just made public its report for 1921 showing an income of £1,653,321 (\$7,274,612). This represents a gain of nearly 20 per cent over last year's business.

The Co-operative Insurance Society is writing all kinds of insurance at cost for British co-operators. Its business includes 154,235 regular life insurance policies, 468,882 industrial insurance policies, group insurance policies covering the entire mem-

bership of many co-operative societies, as well as accident and fire insurance sections writing millions of dollars worth of insurance every year. The Co-operative Insurance Society belongs entirely to the British Co-operators and is the official agency of the English as well as the Scotch Co-operative Wholesales. While it also writes insurance policies for the general public, co-operators are given the best possible terms, as indicated by a special 10 per cent discount on fire insurance placed by members of co-operative groups. It has 127 district offices throughout the United Kingdom, and handles its funds through the Co-operative Wholesale Society Bank.

News of General Interest

AMERICAN FEDERATION OF LABOR NATIONAL NON-PARTISAN POLITICAL CAMPAIGN COMMITTEE

May 1, 1922.

To All Organized Labor, Greetings:

The primaries this year will largely determine whether misrule shall hold sway for another two years or more in Congress and state legislatures or whether the people will be represented by those who believe in progress and even-handed justice.

All hope of remedial legislation of a really constructive nature by the present Congress was lost months ago. Subsidies for railroads and ship owners, relieving the well-to-do from taxation by placing the burden through a Sales Tax on those least able to bear it, remission of fines for food profiteers, adding to the number of judges in order to make the jobs more worth while and the issuance of injunctions in labor disputes more easy, have constituted the ruling passion of the reactionaries in Congress. At the same time reactionaries just as active have held the reins in state legislatures, some of which have attempted to pass legislation as vicious as that in which Congress has been interested.

It is therefore most imperative that the wage earners of our country awaken to the serious dangers ahead. It will require the greatest unity of action and determination to defeat those who, because of their lack of regard for the interests of the people, will have all the antagonistic, reactionary forces united in their support.

Upon the shoulders of those who control legislation must rest responsibility for the present unemployment. Through no fault of their own more than 5,000,000 wage earners are idle. They are all willing and anxious to work but they can not find work. The same influences that are striving to break down the standards of Labor have also chosen as victims the farmers of our country. Not only are the wage earners crying for relief but the farmers have their

backs to the wall and are just as earnestly and insistently demanding of Congress to do something to save them from bankruptcy.

The American Federation of Labor Non-Partisan Political Campaign Committee therefore appeals to all organized labor and to all justice loving citizens without regard to political party affiliations to unite to defeat those who have proved false to the people, and to support those who have proved by their public acts that they will work and vote for no legislation that will injure the many in order to benefit the privileged few.

The injunction abuse with its attending contempt proceedings has become so flagrant that even a judge here and there has called attention to attending dangers. Members of the United States Senate, have declared in open session that federal courts (except the U. S. Supreme Court) should be abolished as they are not only duplicating the work of the state courts, but are definitely recognized as "rich men's courts." Hon. William H. Taft, now Chief Justice of the U. S. Supreme Court, has declared there is "no more important question than the improvement of the administration of justice," and to accomplish that end he advised:

We must make it so the poor man will have as nearly as possible an equal opportunity in litigating as the rich man, and under the present conditions, ashamed as we may be of it, this is not a fact.

The president of the Carnegie Foundation in the introduction to a report on "Justice and the Poor," said:

The very existence of free government depends upon making the machinery of justice so effective that the citizens of a democracy shall believe in its impartiality and fairness.

The chief justice of the municipal courts of Chicago also adds this warning:

When litigation is too costly the result

for most persons is a denial of justice. Such denial or partial denial of justice engenders social and commercial friction. The sense of helplessness this causes incites citizens to take the law into their own hands. It causes crimes of violence. It saps patriotism and destroys civic pride. It arouses jealousy and breeds contempt for law and government.

These warnings, however, failed to appeal to a West Virginia Federal judge. He granted an injunction which forbade not only the lawful right of the workers to organize but evicted several thousand boycotted and nearly destitute men, women and children from their homes. Judges in the fifteenth century did not assume more arbitrary power.

Then there is the persistent demand of unfair employers that involuntary servitude should be once more established in the United States. This is to be brought about by compulsory labor laws, which would compel men and women in industry to work for whatever their employers are willing they shall have or be imprisoned. Every effort has been made to prohibit the normal activities of Labor. Such laws would make wage earners the wards of their employers and they would no longer be free man and free women.

The people are permitted no voice on the most important issues that come before Congress and the state legislatures. This was most flagrantly demonstrated in the passage of the Volstead prohibition enforcement act. Believing that this should be called to the attention of the people the Executive Council issued a statement on February 25, 1922, as follows:

To the American People:

The American Federation of Labor, as the spokesman of the unorganized as well as the organized toilers, having in mind the interest and the welfare of our people, decided by unanimous vote in its convention held in Denver, in June, 1921, that the Volstead Enforcement Act must be modified so as to promote the manufacture and sale of beer and light wines.

Before this decision was reached the Executive Council of the A. F. of L. had caused to be made an exhaustive investigation of the effects of the Volstead Act. It was shown by this investigation that there had been:

1. A general disregard of the law among all classes of people including those who made the law.
2. Creation of thousands of moonshiners among both country and city dwellers.
3. The creation of an army of bootleggers.
4. An amazing increase in the traffic in poisons and deadly concoctions and drugs.
5. An increased rate of insanity, blindness and crime among the users of these concoctions and drugs.
6. Increase in unemployment due to loss of employment by workers in forty-five in-

dustries directly or indirectly connected with the manufacture of liquors.

7. Increase in taxes to city, state and national governments amounting to approximately one thousand million dollars per year.

Having in mind these results of the extreme interpretation of the prohibition amendment contained in the Volstead Act, as well as the enormous expense of the attempt to enforce that unenforceable legislation, it is our conclusion that the act is an improper interpretation of the prohibition amendment, that it is a social and a moral failure, and that it is a dangerous breeder of discontent and of contempt for all law.

Something of the economic effect of the Volstead Law may be seen by considering the fact that in 1918, according to government statistics, \$110,000,000 worth of farm products were consumed by breweries, and that the transportation of these products to the manufacturer and thence to the consumer necessitated the use of 133,666 railroad cars. In addition to this, breweries in operation in 1918 consumed 50,000 carloads of coal. It must be obvious that the total economic effect of the destruction of this industry is tremendous.

The American Federation of Labor always has been the advocate of law and order and always has endeavored to create conditions which would make possible the highest type of citizenship.

We do not protest against the Eighteenth Amendment to the Constitution which now is a part of the fundamental law of the land. We do not protest against the principle established by the Eighteenth Amendment. It is our contention that the Eighteenth Amendment under a reasonable and proper legislative interpretation would be beneficial to our country and would have the support of the great majority of our people.

The Eighteenth Amendment, however, under the present drastic and unreasonable legislative interpretation has a destructive and deteriorating effect and influence in every direction.

We seek no violation of the Eighteenth Amendment but on the contrary, we declare for a reasonable interpretation of that amendment in order that the law may be enforceable and enforced, and in order that the people of our country may not suffer from an unjust and fanatical interpretation of the Constitution.

We urge, therefore, that all citizens in every walk of life demand from their representatives and senators in Washington immediate relief from the unwarranted restriction contained in the Volstead Act; and we likewise suggest to the citizenship of our country the wisdom and advisability of bearing in mind the attitude toward this issue of office-holders and aspirants to office in coming elections in order that there may be restored to the people the lawful

use of wholesome beer and light wines, which, under the provisions of the Eighteenth Amendment, can and should be rightfully declared as non-intoxicating beverages.

It is to the issues hereinabove presented that the people of our country must direct their activities. If they do not replace the present members of Congress and the state legislatures who have brought on these conditions they will have another two years of struggle and sacrifice.

Therefore, the American Federation of Labor Non-Partisan Political Campaign Committee directs the attention of the wage earners and their sympathizers to two principles that should be followed in the campaign. These are:

No freedom loving citizen should vote for a candidate who will not pledge himself to oppose any form of compulsory labor law.

No justice loving citizen should vote for a candidate for any office who will not pledge himself to oppose injunctions and contempt proceedings as a substitute for trial by jury.

Let our slogans be:

No judge-made laws.

Abolish the injunction abuse.

Make justice blind in fact as well as in theory.

Amendments to the Constitution of the United States should guarantee rights, not take them away.

No compulsory labor laws.

No sales tax.

No wage earners or farmers to be enslaved.

No subsidies for the privileged few.

No remission of fines to food profiteers.

These issues, upon all of which depend the future of our republic, should be discussed with the organizations of farmers.

Whatever injures labor injures the farmer.

Whatever benefits labor benefits the farmers.

Whatever is the interest of labor and the farmer is for the best interest of all the people except the privileged few. We urge you to be up and doing. The democracy of our republic must be maintained by labor and the farmers and all others who believe in good government.

By authority and direction of Executive Council of American Federation of Labor.

SAML. GOMPERS,

FRANK MORRISON,

JAS. O'CONNELL.

Executive Committee, National Non-Partisan Political Campaign Committee.

SUGGESTIONS FOR PLANKS TO BE INCORPORATED IN STATE OR COUNTY PLATFORMS.

Offered by the National Committee of the Conference for Progressive Political Action.

The following are suggestions only. They are offered for the consideration of state or local conferences in connection with other local questions for presentation to the platform committees of existing parties, or of independent conferences.

We Pledge Ourselves to the Enactment of Laws.

I. Co-operative: 1. To permit of the organization of co-operative societies in which the principle of limited dividends, and one man one vote shall prevail to the end that the producer shall get the full value for his produce and the consumer be protected from exploiting, speculative, and middlemen agencies.

II. Banking: 1. To permit of the organization of co-operative banks with full banking powers designed especially to enable farmers and workers to mobilize their own credit resources and to use them for productive and useful purposes, as is done in other countries, and especially in Europe.

III. Insurance: 1. To create a state workmen's compensation insurance fund for the protection of workers against injury and accident, similar to the state insurance fund in Ohio.

IV. Taxation: 1. For the exemption of dwellings, farm houses, farm machinery, and other farm improvements and tangible personal property from taxation for state and local purposes.

V. Political: 1. For the enactment of or an amendment to the primary and election laws: (a) To provide easy nomination of independent candidates by petition signed by not to exceed 2 per cent of the qualified voters within the election district. (b) For the holding of all primary elections at a date not earlier than the 15th day of September next preceding the election.

2. For a Constitutional Amendment or adequate legislation to provide for the initiative and referendum in state and local affairs with specific provisions requiring that only a majority of votes cast upon a question rather than a majority of all votes cast at the election shall be required and that the number of signers to a petition shall not exceed one per cent of the qualified electors for the state, and three per cent within the district or municipality when such initiative and referendum are used on local issues.

VI. Judicial: 1. For legislation providing that no act of the general assembly shall be declared unconstitutional by the courts if one member of the Supreme Court casts his vote in favor of the constitutionality of the measure.

2. For laws that will absolutely prohibit interference by the courts by injunction or otherwise with the full, free right of labor to organize, to peaceably picket and to

strike, and to carry on by peaceful means of industrial controversy.

VII. Public Ownership: 1. For a constitutional amendment or proper legislation to permit cities to buy, own and operate street railways, gas, electric light and power companies, telephones, markets, cold storage plants, trucks and other public utilities, and to authorize cities to buy and sell coal and food supplies; and for such other constitutional amendment and proper legislation as may be necessary to enable cities to obtain loans to carry out all these powers.

VIII. State Marketing: 1. For the enactment of legislation to place the weighing, grading and docking of farm products

in the hands of expert state weighers and graders, with provision for licensing of buyers and requiring them to make purchases on the basis of the state weights, grades and dockage, as administered by the proper authorities of the state.

IX. Labor: 1. Laws for the enactment of adequate women's minimum wage laws.

2. The abolition of child labor from mills and factories.

3. For the protection of the right of free assemblage, free speech, and free press.

4. For the prohibition of the use of convict labor in competition with free labor.

5. We are opposed to the enactment of laws providing for a state constabulary.

RAILWAY EMPLOYEES DEPARTMENT COMMENDS RAILWAY FEDERATIONIST.

Chicago, April 26, 1922.

On April 19, 1922, during the ninth day's proceedings of the Sixth Biennial Convention of the Railway Employees Department, Resolution No. 141 was presented to the Convention and unanimously adopted. This resolution reads as follows:

"Recognizing the press as the most potent factor in shaping the destinies of the peoples and of nations and since the so-called public press reflects to a very large degree, if not wholly, the interests of large corporations and employers of labor generally, and

"Whereas, a labor press, devoted exclusively to the interests of the working class, is essential to the fullest development of the labor movement, and in combating those evil influences that seek, through misrepresentation and false report, to hamper in every possible way the steady growth and onward march of the unconquered and unconquerable hosts of labor, and

"Whereas, The Railway Federationist, a paper published at Sedalia, Mo., was launched by the union men and local unions affiliated to the Railway Employees' Department more than seven years ago, and

"Whereas, The Railway Federationist has never wavered in its fealty to organize labor, and more particularly the Federated movement of railway employes, having at all times, in season and out of season, championed the cause of federation now being brought to its full fruition, as exemplified in the Railway Employees' Department of the American Federation, and

"Whereas, The Railway Federationist has received the unanimous endorsement of all

previous conventions of this Department; therefore be it

"Resolved, by the Sixth Biennial Convention of the Railway Employees' Department of the American Federation of Labor, that we re-endorse the Railway Federationist and commend it to the membership at large and urge upon them to give it their fullest moral and financial support.—J. F. McGrath, C. A. McDonald, Blacksmiths; J. H. Rice, Machinists; S. L. Watts, Carmen; Fred M. Urban, Electricians; Wm. Langehenning, Blacksmiths; E. M. Wilson, Blacksmiths; E. P. Butler, Boilermakers; O. J. Shoemaker, Carmen; Ray Focht, I. B. E. W.; J. T. Pyles, Sheet Metal Workers; J. J. Dowling, Frisco; W. E. Wallace, Blacksmiths."

The Chair: Is there objection to the adoption of the Committee's report?

No objection, adopted.

I am submitting this to you and the Executive Council members of the Railway Employees Department, assuming that you would desire to print same in the Railway Federationist, and that the Executives of each of the affiliated organizations will reproduce same in their respective Journals.

I should like that each party to whom this letter is addressed would acknowledge receipt of same, and furnish us with a copy of such article as they may publish in their respective paper, journal or magazine in connection therewith, so that our files may be complete and we may know to what extent, and be able to report to the next Convention that the desires of the Sixth Biennial Convention of the Railway Employees Department have been complied with. Fraternalty yours, B. M. Jewell, President.

LA FOLLETTE FLAYS LOOTERS OF NATION'S OIL RESOURCES.

Following a long speech covering the history of oil leases and the looting of the public through collusion by the financial interests controlling the nation's petroleum resources, Senator La Follette succeeded in having unanimously adopted his resolution calling for an investigation of the oil leases

given by the Department of Interior, which he charged is the "sluceway for 90 per cent of the corruption of this country." The senator charged that speculators in Wall Street had advance information on the Wyoming lease which enabled insiders to clean up \$30,000,000.

CONGRESSMAN WOODRUFF EXPOSES THE FEDERAL DEPARTMENT OF JUSTICE.

The House has just adopted the resolution introduced by Congressman Roy O. Woodruff of Michigan, directing the Speaker to appoint from the members a select committee of fifteen to investigate contracts and expenditures made by the War Department, Navy Department, Alien Property Custodian, or those under their direction, during and since the late war with Germany, and the settlement of any contracts; also "to investigate the civil and criminal prosecution, or lack of prosecution, of any or all of the claims of the government arising out of such contracts, or the settlement thereof, by the attorney general, the alien property custodian, the secretary of war, or the secretary of the navy."

Congressman Woodruff asserted that during the nineteen months of war with Germany, Congress expended for the Signal Corps and for aviation purposes more than \$1,000,000,000, but "not one battle plane and not a single bombing plane of American manufacture, either of American or foreign design, was placed upon the battle front." He asserted that the Hughes investigating committee, as well as the Senate Thomas Committee and the House Graham Committee, developed facts and leads "which clearly indicated that hundreds of men had been guilty of criminal conspiracy in handling these aircraft and other war contracts." He charged that the Statute of Limitations "together with the neglect of the Attorney General's Department," defeated the carrying out of the House request made by the House vote of 299 to 4 requesting the attorney general to institute investigations before grand juries to secure indictment and prosecution of those guilty of criminal conduct. Mr. Woodruff asserted that the report of the committee referred to stated that if the conclusion of the majority members of the committee were correct, the "Department of Justice shall be able to recover by civil suits sums totaling more than \$50,000,000." Mr. Woodruff asserted that the firm of Phillips & Stephens had been guilty of gross irregularities and that "the sum of \$1,854,076 was wrongfully withheld from the United States." Mr. Phillips, he

noted, is chairman of the Republican state central committee of Georgia.

Congressman Woodruff inserted in the record a letter from H. L. Scaife, asserting with figures to prove his charges that the total overpayment made by the government to a few of the aircraft contractors amounted to \$16,461,680. Turning his attention to the Standard Aircraft Corporation and to the Standard Aero Company, Congressman Woodruff stated that after the investigation of these contracts with these companies had reached a certain point, the law firm of Cadwallader, Wickersham and Taft, a member of which firm is a former attorney general, appeared as attorney for Mitsui & Co., Japanese bankers, which financed both of these companies in their entirety. Mr. Woodruff, going down the line of prominent citizens mixed up in the effort to defraud the government, asserted that a most active person in organizing the Chemical Foundation Company was Mr. Frank B. Garvan, who had been alien property custodian, and was chief investigator of the alien property custodian in charge of the New York office when Mr. Palmer, later attorney general, was the custodian. Mr. Joseph H. Choate, who had charge of the investigation of the chemical business in the Bureau of Investigation of the alien property custodian, was the attorney who very largely "looked after the incorporation of the Chemical Foundation Company and subsequently the transfer to it of various patents, patent applications, etc." Congressman Woodruff said:

"Clearly it is a situation where persons occupying a position of public trust in relation to valuable properties, employed the device of a corporation organized by themselves to sell to themselves for a grossly inadequate consideration these properties, which, at the time, they were under moral and legal obligation to administer as a public trust."

Part of the truth leaks out finally at Washington despite all efforts to keep it under cover, and Congressman Woodruff has done a notable service in exposing the rascality done in the name of "paypatriotism."

RAILROAD'S MISMANAGEMENT COSTS PEOPLE EIGHT HUNDRED MILLION DOLLARS ANNUALLY.

Mr. W. Jett Lauck, consulting economist for the Railway Employees, testified before the Interstate Commerce Commission that the properties of the railroads are depleted, their credit is undermined, their efficiency is impaired, their profits are dwindling and that it is clear they are obliged to ask for higher rates because the traffic cannot stand it, therefore they find themselves between the horns of government control and bankruptcy, and he added:

"And this situation has largely arisen because the railroads have been dominated

by men who knew how to manipulate stocks and bonds, rather than by men who knew how to carry on the service of transportation on the basis of a maximum of load for a minimum of energy."

Mr. Lauck also said: "We acknowledge that labor costs of the operation of railroads is excessive," but proved that this was due "to the delinquencies of railway management and policy, and not to unreasonable wages, working standards, or inefficiencies of railway employees." He asserted that the facilities of railroads are acknowledged

even by railroad officials "to be a generation behind the commercial and industrial requirements of the nation." Mr. Lauck submitted a table which showed that in eight years, from 1911 to 1918, the depreciation fund of the railroads was \$2,155,500,000 less than it should have been under any sound financial policy, and stated that if this money had been set aside and expended properly "an annual saving of approximately eight hundred million dollars in the operating expenses of the railroads would have been effected." He also called attention to the fact that "the control of rail-

roads, manufacturing and mining, finance and credit centers in a small group of New York bankers and financiers of which the banking house of J. P. Morgan & Co. is the apex. This same group not only controls the railroads, but also the anthracite coal industry, the dominant operations in the soft coal industry, the United States Steel Corporation, and railway locomotive building and equipment manufacturing concerns. It also controls and directs the Association of Railway Executives and through the members of this organization gives expression to its public policies and propaganda."

GENOA CONFERENCE FAILS.

The Genoa conference has apparently gone up in just the smoke which we anticipated in an earlier letter. Not one of the nations with which we were associated during the war is willing to get down, to dots. The hideous hypocrisy of the claims made regarding the purposes for which we entered the war are now fully apparent. It was a grand race for grabbing commerce, trade and concessions to exploit oil mines and railroads. France refused to consider the questions which had to be considered to assure peace. The very rich and the war profiteers of every nation control the delegations. A commission has been created to postpone the agony of a decision to act justly. As we stated in our last issue, war is just over the hill, and we are nearer the top of the hill than we were two weeks ago, infinitely nearer. Lloyd-George has lost. He could not win because he represents the predatory interests of the world, the inter-

national investment bankers, and France was out of his game.

The full result of the British government's defeat in the House of Commons even on a minor question, an educational question, cannot yet be foreseen as we write this letter. The one outstanding fact about the peace conference at Paris, the economic conference at Genoa and, we again venture to prophesy, the conference at The Hague to be held June 15 for a post mortem on Russia, is that the governments of the nations of the world have failed. They are not the right sort of governments. The people who create the wealth of the world have got to wrest their governments from the stealers of wealth who now control them. We have a chance to do that in our own country this fall. It will be our fault if we do not do it. Pennsylvania, Indiana, and Illinois in a few districts, have blazed the way.

GOVERNMENT FAILS TO PROSECUTE \$1,000,000 WAR CONTRACT GRAFT.

(International Labor News Service.)

Washington, D. C.—Astounding facts about war contract graft, amazing charges of delay in prosecution of those cases, incompetence among those assigned to examine audits of claims running into the hundreds of thousands, sensational revelations of how a vast bi-partisan raid on the treasury was made in time of war, are being brought out on the floor of congress.

The great daily press, slow to get into action, but being forced each day to devote more space to the sickening revelations, is even yet inadequately reporting what has been shown.

Here are some of the facts, boiled down.

There are about 200 cases in which war contractors are alleged to have gouged the government.

Not a single case has been brought to trial.

The total amount alleged to have been gouged out of the people of the United States while they were straining every nerve to win the war is estimated at \$100,000,000.

More than six months ago the United

States attorney general was urged by the chairman of a select House investigating committee to ask for \$500,000 from congress with which to prosecute the war graft claims.

Now, under fire by members of his own party, the attorney general gives as a reason for not having made progress the fact that he has had no money. During six months he failed to ask for the appropriation which was offered him. He now asks for it.

Congressman Woodruff, on the House floor said, "I do not believe the Republican party can face the people of the country in the coming election if we do not do something to clean up this thing. It smells to high heaven."

Woodruff, who has been hammering day after day to get action by the department of justice, is a Republican.

War activities involved in the charges are air-craft, chemicals, munitions and can-tonments.

One of the amazing charges laid before congress in connection with aircraft con-

struction is that the Standard Aircraft Co. and the Standard Aero Co., were Japanese controlled through Mitsui & Co., Japanese bankers, fiscal agents of the Japanese government and before the war fiscal agents, or paymasters, for a part of the old German spy system.

The Lincoln Motor Co. and the Bosch Magneto Co. are other companies named in documents produced in congress and prepared by men who had charge of investigating audits in the department of justice until their intense desire for action resulted in their forced detachment from that division of government service.

Writing, in a memorandum, to Col. Guy D. Goff, assistant attorney general, reporting on aircraft cases, H. L. Scaife, then in the department of justice, assigned to examination of audits of war contracts, said to that high official:

"... insidious interests are so firmly entrenched that honest efforts are circumscribed by seemingly impassable barriers."

Mr. Scaife further said:

"It is no longer a question of fidelity to party. Both political parties are corrupt and both are controlled by the same inter-

ests. The situation is one of serious concern."

Here are a few of the "over payments" reported to Col. Goff by Mr. Scaife:
Wright-Martin Aircraft Corp. \$5,267,476.75
Lincoln Motor Co. (partial)... 5,794,135.15
American Electro Prod. Co.... 2,057,261.72
Dayton Wright Co..... 2,554,383.27

These are but samples of many cases which have been reported openly on the floor of the House.

From all quarters come reports of the great power of those who got the enormous war-time loot, and in some quarters it is asked whether those who got the loot have the power to keep it.

Meanwhile, more millions are to go into the ship subsidy scheme, there is no money for a soldiers' bonus, and the general trend is to relieve the rich from as much taxation as possible and to load the workers with as much taxation as possible.

Revelations of the great war loot scandal continue day by day, and, what is regarded by many as most significant of all, no person in authority has denied the charges of tremendous loot. The looting is an admitted fact—but prison doors are something else thus far.

WHERE THE BILLION DOLLARS WENT.

By J. M. Baer, The Congressman-Cartoonist.

(International Labor News Service.)

We read a great many fake "prosperity" stories these days. One that is going the rounds of the reactionary press is that through the late increases in the prices of corn, wheat and other farm products \$1,020,000,000.00 have gone into the jeans of the American farmers.

When one considers the increased prices of flour and other cereal commodities it sounds plausible. But the story is not true.

When the rise in the prices of these products came over ninety per cent of the grain had left the farmers hands. The billion dollars therefore did not go into the pockets of the producers.

The fact is, the billion went into the profits of the most vicious set of pirates the world has ever known—the grain gamblers. These speculative pirates absorbed the prosperity and the producers continue to go broke.

It was the same exploiters through their subtle control of the Federal Reserve system that deflated the farmers out of ten billion. Through the "open-shop" movement, they again deflated the workers out

of twelve billion. By charging war prices and reducing the returns of both the farmer and the worker, they trebled their already swollen incomes until they have built the greatest oligarchy of concentrated wealth known to mankind.

This billion dollar increase, which the farmer did not receive, is now added to the backs of the workers. But the exploiter through his "open-shop" propaganda tells the farmer that labor is holding him up. Then he throws in the reverse and in order to prevent joint political action of the farmer and laborer, this profiteering exploiter tells labor that the farmer is to blame for the high prices of bread and food products. All the time, the exploiter is robbing both the farmer and worker.

Chinese laborers carry a long board, like a yoke, with a load at both ends. In America the worker is carrying the same yoke with a wage-cutting open-shop on one end and the exploiting profiteer on the other. We hope the worker will realize that it is not necessary to carry all these exploiters before he is reduced to the low standard of living in China.

LABOR PREPARES FOR GREAT CONVENTION.

(International Labor News Service.)

Washington, D. C.—Preparing for the June convention of the American Federation of Labor, the executive council is meeting in Washington, formulating a report of the year's work and framing recommendations to the convention.

While it is an unwritten law that these reports are never divulged in advance of the convention, certain phases of the work being undertaken are properly known. Above all in importance it is clear that the report will show that labor has maintained

its lines during the year in the face of the most bitter attack by organized employers.

As a matter of fact, it is beyond question that the council's report will show that American organized labor has come through the year with flying colors, solidified and unified by attack after attack on the part of employers, courts and legislators.

Some most important special committee reports are to be submitted to the convention by the council. Among these is the report of the special committee appointed a year ago to inquire into wage fixing methods, with special reference to the cost-of-living basis for wage fixing. It is considered a certainty that the report will condemn as an utter failure and as totally unscientific the fixing of wages on the basis of the cost of living.

Another most important special committee report will deal with education and text books.

Without question the council will have much to say about the attitude of courts and the almost unprecedented quantity of injunctions showered upon labor during the year. Labor cannot well overlook the recent supreme court decision on picketing,

a decision that practically made picketing impossible and opened the way for all judges of inferior courts to make picketing impossible.

In accordance with custom the report will review the congressional work of the year, finding this year a plentitude of material upon which to comment. Congress has been unfriendly to labor and most receptive to measures of an unfriendly nature. Among hostile proposals in congress is the ship subsidy bill, a vicious bill to make profits easy for ship owners; and the coolie labor bill introduced to let down the bars for coolie immigration into Hawaii, the first step to immigration to the mainland.

Strikes of the year will be reviewed, showing a record of which labor may be proud and showing also, it may be surmised, that those conflicts in which labor has been forced to engage have been the result of employer aggression.

A broad interest in public questions always is shown in the reports of the executive council and in the work of the convention and this year will prove no exception to the rule.

The convention will be held in Cincinnati.

Poetical Selections

Leave Them Outside.

Don't bring them into the lodge room,
Anger and spite and pride;
Drop at the gate of the temple
The strife of the world outside.
Forget all your cares and trials,
Forget every selfish sorrow,
And remember the cause you met for,
And haste ye the glad tomorrow.

Drop at the gate of the temple
Envy and spite and gloom;
Don't bring the personal quarrels
And discord into the room.
Forget the slight of a sister,
Forget the wrongs of a brother,
And remember the new commandment
That ye love one another.

Bring your hearts into the lodge room
But leave yourself outside—
That is, your personal feelings,
Ambition, vanity, pride.
Center each thought and power
On the cause for which you assemble;
Fetter the demon Discord
And make ye the monster tremble.

Ay, to fetter and chain him
And cast him under your feet,
That is the end we aim at,
The object for which we meet
Then don't bring into the lodge room
Envy or strife or pride,
Or aught that will mar our union,
But leave them all outside.

—Ella Wheeler Wilcox.

The Heart's Guests.

When age has cast its shadows
Over life's declining way,
When evening twilight gathers
Round our retiring day,
Then shall we sit and ponder
On the dim and shadowy past,
In the heart's silent chamber
The guests will gather fast.

Guests that in youth we cherished
Shall come to us once more,
And we shall hold communion
As in the days before;
They may be dark and somber,
They may be bright and fair;
But the heart will have its chamber,
The guests will gather there.

How shall it be, my sisters,
Who will be our hearts' guest?
How shall it be, my brothers,
When life's shadows on us rest?
Shall we not mind the silence
Hear voices sweet and low
Speak the old familiar language,
The words of long ago?

Shall we not see dear faces
Sweet smiling as of old?
'Til the mists of that long chamber
Are sunset clouds of gold.
When age has cast its shadows
Over life's declining way,
When evening twilight gathers
'Round our retiring day.
—Mrs. Jack Purcell in "Christian Home."

Smiles

English Undefined.

"You say this man 'beaned' you?"

"Yes, your honor."

"What do you mean by that?"

"He hit me on de koko, your honor; he tried to crack me nut, he slammed me on de belfry, he—"

"Will someone please interpret for the plaintiff?"

"I will, your honor," said an obliging witness. "He means the accused bounced a rock on his ivory dome."—Ex.

Smithson—Come with me to the Zoo?

Pimpleton—No, thank you; I'll stay at home. My eldest daughter does the kangaroo walk, my second daughter talks like a parrot, my son laughs like a hyena, my wife watches me like a hawk, my cook is cross as a bear, and my mother-in-law says I'm an old gorilla. When I go anywhere I want a change.—Tit-Bits.

"What has become of the man who used to beat the big bass drum?" asked the returning citizen.

"He left us more than a year ago," was the answer.

"Good man, wasn't he?"

"Sure, but he got so fat that when he marched he couldn't hit the drum in the middle."—Life

His Prototype.

"All I did," said the profiteer, "was to take advantage of an opportunity."

"Well," answered the patriot, "that's all Captain Kidd used to do."—Boston Transcript.

The Seat of Sorrow.

"My dear child, when I am obliged to give you a spanking, do you not think I suffer as much as you do?"

"Maybe, but not in the same place."—Ex.

Lodge Notices

Holloran—His Sister.

Anyone knowing the present whereabouts of Brother P. J. Holloran, Reg. No. 248240, who took clearance card out of Local No. 35, July, 1920, and last heard from August, 1920, will please notify me, as his sister is very anxious to hear from him.—P. R. Karriker, Sec. L. 369.

Meyers—Lodge 130.

Otto Meyers, Reg. No. 91408, left here owing a board bill of \$36.00. Any Secretary taking up the above mentioned card, please notify the undersigned—V. H. Hurley, C. F. S., L. 130.

Receipt Book and Coat Stolen—Collins.

Brother M. L. Collins reports that a blue serge coat was stolen from his room, containing receipt book with several receipts, Reg. No. 405739. Any Secretary taking up same will please notify Lodge No. 20, Jacksonville, Fla.

Settlement Made—Parsons.

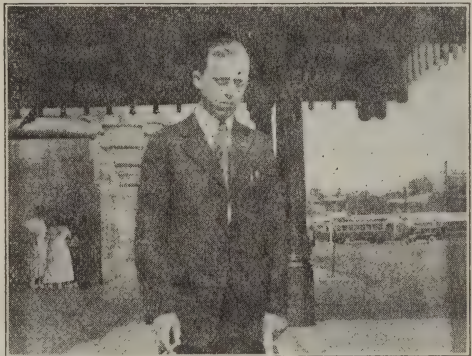
Brother Frank Parsons, Reg. No. 120587, has paid all bills in Kansas City, Mo.—W. F. Dwyer, Sec. L. 32.

Settlement Made—Murphy.

Brother J. F. Murphy, Reg. No. 76198, has paid all indebtedness due Local 678.—J. P. Jackson, Sec. L. 678.

Westendorf—B. A. Lodge 200.

Anyone knowing the present whereabouts of Herman Westendorf, formerly a member of Lodge 200, Port Richmond, N. Y., and



Herman Westendorf, wanted by his family.

for sometime in the employ of the Fidelity & Casualty Co., as boiler inspector, will please notify the undersigned, who is anxious to locate him for the sake of his wife and three small children, who have not heard from him since last September.—John J. Daly, B. A. Lodge 200, 80 Simmons Place, Port Richmond, N. Y.

Settlement Made—Fowler.

Brother J. F. Fowler, Reg. No. 360412, has

made settlement with Local 101.—Roy Evans, Sec. 101.

Settlement Made—Taylor.

Brother L. B. Taylor, Reg. No. 329026, has made settlement with Local 723.—W. F. Reardon, Sec. L. 723.

Jackson—Lodge 723.

F. L. Jackson, Reg. No. 100393, changed the date on his service letter and secured a pass from Los Angeles, Calif., to Tucson, Ariz., through the efforts of our Chairman. After checking up on the letter and finding it out of date, Local 723 had to pay the S. P. \$25.00 for transportation.—W. F. Reardon, Sec. L. 723.

Patterson—Lodge 235.

Any Secretary taking up the card of I. E. Patterson, Reg. No. 136626, or anyone know-



Photo of J. E. Patterson, whereabouts wanted by Lodge 235.

ing the whereabouts of this brother will please correspond with the Sec. of Local 235, as he has left his wife and baby and we are anxious to locate him.—S. V. McDonald, Sec. L. 235.

Edward and Morrice Daly—Their Brother.

Anyone knowing the whereabouts of Edward and Morrice Daly will please communicate with their brother, Thomas J. Daly, 813 W. Main St., Urbana, Ill., as he is very sick and wishes to hear from them.

Edward and Maurice Daly—Lodge 150.

Wanted at once address of Maurice Daly and Ed Daly, brothers, boiler makers formerly of Urbana, Ill., Big 4 R. R. Shops. Please correspond immediately with Leo J. Wassmuth, Sec. L. 150.

Platt—Lodge 235.

Any Secretary taking up the card of Brother W. W. Platt, Reg. No. 14744, please hold same and correspond with the Secretary of Local 235 as this brother obtained a pass from here to Atlanta, Ga., under false pretense.—S. V. McDonald, Sec. L. 235.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.

Meiers—Lodge 738.

Any Secretary taking up the card of Edward Meiers, Reg. No. 150386, will please hold same and notify the undersigned, as this brother left here owing \$3.00 borrowed money to Brother Alva Shelley.—C. G. Hertel, S. L. 738. January Journal.

Kantney—Lodge 576.

Any Secretary taking up the card of J. B. Kantney, Reg. No. 93508, will please hold same and notify the undersigned, as this brother left here owing \$25.00 borrowed money from another brother.—W. D. Talley, S. L. 576. January Journal.

Harvish—Lodge 416.

Any Secretary taking up the card of Joseph Harvish, Reg. No. 337433, will please hold same and notify the undersigned, as this brother borrowed \$25.00 from Local 416, giving a three months' note, which was due on November 1st, and which remains unpaid.—H. E. Kinch, C. B. S., L. 416. January Journal.

Shadler and Dobson—Lodge 163.

Brother F. Shadler, Reg. No. 363840, boilermaker, was granted a withdrawal card by Lodge 163 on August 5, 1921, and Brother Jos. P. Dodson, Reg. No. 2714, boilermaker, was granted a withdrawal card by Lodge 163 some 24 months ago, and both have been working at trade with card in their possession. At regular meeting a decision was arrived at that both withdrawal cards stand revoked and both former brothers pay a fine of \$25.00.—D. J. McGuinness, S., L. 163. February Journal.

Baker—Lodge 504.

Any Secretary taking up the card of Brother C. H. Baker, Reg. No. 63543, will please hold same and notify the undersigned, as he left here owing money to a number of members.—R. C. Kidd, S., L. 504. February Journal.

Thurston—Lodge 209.

Any Secretary taking up the card of Brother J. H. Thurston, Reg. No. 116919, will please hold same and notify the undersigned, as he left here owing a clothing bill of \$28.00.—H. P. Morrow, S. T., L. 209. February Journal.

Valencia—Lodge 98.

Any Secretary taking up the card of L. B. Valencia, Reg. No. 329396, will please hold same and correspond with the undersigned, as he left here owing \$10.00 borrowed money from this local.—H. Petty, S., L. 98. February Journal.

Trask—Lodge 187.

Any Secretary taking up the card of Brother E. F. Trask, Reg. No. 395918, will please hold same and notify the undersigned, as this brother left here owing this local \$16.—Russell Shornick, S., L. 187. February Journal.

Shannon—Lodge 221.

Any one knowing the whereabouts of M. R. Shannon, Reg. No. 401941, formerly of Cattlesburg, Ky., will please hold card and communicate with the undersigned, as this brother left this city owing \$50.00 and a grocery bill.—W. P. Wright, S., L. 221. March Journal.

Wells, Et Als—Lodge 163.

Any Secretary taking up the cards of James Ryan, Reg. No. 76605; James Kerrigan, Reg. No. 281004; James Whalen, Reg. No. 127490, and Patrick J. O'Brien, Reg. No. 110060, will please hold same and correspond with Lodge 163, as these brothers owe money they borrowed from D. J. McGuinness, C. and F. S., L. 163. February Journal.

Hiller—Lodge 11.

I am in receipt of a communication from Jerry Hendrickson, S.-T., Maintenance of Way, L. No. 1835, at Mitchell, S. Dak., stating that Boilermaker Jas. Hiller, Reg. No. 52206, left Mitchell owing about \$200.00. Brother Hiller took a clearance card out of L. 11. Any Sec'y taking up this card will please hold same and communicate with the undersigned.—A. M. Dustin, C. S., L. 11. March Journal.

Watts—Lodge 738.

Any one knowing the whereabouts of Raymond H. Watts, Reg. No. 174523, please communicate with Sec'y of Local 738, as he left here without clearance card and owes a grocery bill of \$55.86.—C. G. Hertel, F. S. & T., L. 738. March Journal.

Williams—Lodge 320.

Any one knowing the whereabouts of G. A. Williams, Reg. No. 155596, who left here in October without a clearance card, owing members of this local borrowed money, please communicate with B. F. Birdsong, S., L. 320. March Journal.

Carrington—Lodge 307.

J. C. Carrington, Reg. No. 45685, left Lodge 307 owing it \$20.00, without applying for a clearance card. Any Secretary who knows this brother's whereabouts please notify W. E. Pearce, 327 4th Ave., S. W., Great Falls, Mont., Sec'y Lodge 307. April Journal.

Casler—Lodge 328.

Any Secretary taking up the card of Wm. Casler, Reg. No. 13018, hold same until he squares up for his fare to Mexico by taking the matter up with Sec'y Lodge 328. April Journal.

Boyles—International Lodge.

Any Secretary taking up the card of James Boyles, Reg. No. 46361, forward same to the International Secretary-Treasurer, on account of him receiving transportation from the Santa Fe Railroad from Kansas City to Amarillo, amounting to \$21.58 and failing to comply with the thirty-day contract he signed with the employment department.—Wm. Atkinson, Asst. Int. Pres. May Journal.

Kenney—Lodge 160.

Brother M. J. Kenney, Reg. No. 21602 withdrawal card has been revoked until he pays this Lodge \$9.00, which he owes.—Raymond Wise, F. S., L. 160. May Journal.

Lindberg and Dundan—Lodge 481.

Brothers Alden Lindberg, Reg. No. 297496 of Local 24, Brooklyn, N. Y. and Albert Dundan, Reg. No. 309387 of Local 200, Stanton Island, N. Y., borrowed \$5 each last July of Lodge 481, Lyndon Center, Vt., which they promised to pay back in six months, but have never been heard from.—O. L. Downer, C. S., L. 481. May Journal.

Wells, Et Als—Lodge 32.

Shirley O. Wells, Reg. No. 840173, left bills in Kansas City amounting to \$65. Lodge No. 4 collected \$16.00 of this amount and then released the card. A. J. Ray, Reg. No. 84077 left Kansas City owing bills amounting to \$44.40, clothing, borrowed money and laundry. Two local secretaries have had this brother's card and failed to collect the bills. A. J. Ray is now carrying a letter supposed to be from the secretary of Local 328, saying that he has paid these bills. Chas. Heising, Reg. No. 92202 owes a board bill of \$6.00. Secretaries will please collect these bills before issuing card.—W. E. Dwyer, S., L. 32. May Journal.

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BOILER MAKERS' JOURNAL FASHION ARTICLE.

The season of warm sunny days is close at hand, bringing with it new and pretty things in apparel and its accessories.

Colorful chiffons, crepes and gingham, also other wash fabrics, are in the market, and the stores are showing daily new versions of prevailing styles.

Not many tailored suits are shown, but the mannish type of sport coats are receiving much attention. Tweeds and homespun lead among materials employed for coats of this class, as well as for two and three-piece costumes.

Skirts are now in proper length for street wear when 10 or 12 inches from the ground. Uneven hem lines are still in vogue. Tunics, draperies and cascades are used to relieve silhouettes that are otherwise straight and slender. Skirts for evening gowns are much longer.

Much could be written about sleeves, since they are the principal motif in gown or blouse. Length seems an important point in sleeves, though afternoon, dinner and evening gowns are practically sleeveless.

Crepe continues to be the foundation of all dresses, in combination with kasha, velette, eponge, and other rough surfaced weaves.

Some smart "wrap" skirts are shown in wool basket check in jade and white, and orange and white. Other skirts in this style are of fringed homespun.

Tan and navy eponge in a block pattern with fringed hem makes a smart sport skirt.

A very attractive skirt, cut to form deep scallops at the foot is of navy tricotine; the scallops and seams are piped with red flannel.

Knitted fabrics are much in vogue for every kind of garment from cape to hat.

The new cretonnes and bright figured prints make smart dresses for school and play.

On a dress of light green linen, scalloped bands, cuffs and a belt of dark green form a pleasing trimming.

Smocking is such a pretty decoration for blouses and children's dresses.

3988. Ladies' Dress. Cut in 6 Sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38-inch size requires $4\frac{1}{2}$ yards of 36-inch material. The width at the foot is about 2 yards. Price 12c.

3996. Girls' Dress. Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10-year size requires $3\frac{1}{2}$ yards of 32-inch material. Price 12c.

3991. Ladies' Apron. Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires $2\frac{1}{2}$ yards of 36-inch material. Price 12c.

3980. Child's Dress. Cut in 4 Sizes: 1, 2, 3 and 5 years. A 3-year size will require $1\frac{1}{2}$ yards of 36-inch material. Price 12c.

4004. Misses' Dress. Cut in 3 Sizes: 16, 18 and 20 years. A 16-year size requires $4\frac{1}{2}$ yards of 36-inch material. The width at the foot with plaits extended is about $2\frac{1}{4}$ yards. Price 12c.

4000. Girls' Dress. Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12-year size requires $3\frac{1}{2}$ yards of 36-inch material. Price 12c.

4006. Ladies' House Dress. Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires $6\frac{1}{2}$ yards of 36-inch material. The width at the foot is about 2 yards. Price 12c.

3982. Boys' "Overalls." Cut in 4 Sizes: 2, 3, 4 and 5 years. A 4-year size requires $2\frac{1}{4}$ yards of 27-inch material. Price 12c.

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Send all orders for patterns and catalogue direct to the Beauty Pattern Company, Dept. B. J., 7057 Jeffrey Avenue, Chicago, Ill. Be sure to give number and bust measure for ladies' patterns and number and age for children's patterns.

Where two numbers appear on one plate two patterns are illustrated and 12c should be forwarded for each. Ten days should be allowed for delivery of patterns.

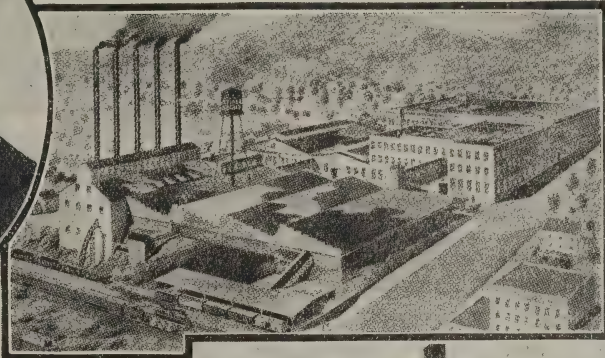




Mr. Wm. F. Stifel,
President

J. L. Stifel & Sons,
Wheeling, W. Va.

Bird's Eye View of J. L. Stifel & Sons Plant Today.



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This Industry Was Started
in 1835.



A BUSINESS FOUNDED ON THE ROCK OF FRIENDSHIP AND INTEGRITY.

In a very pleasant interview with the members of the firm of J. L. Stifel & Sons of Wheeling, W. Va., we were given a sketch of the very wonderful industry which has been built up at Wheeling, W. Va., starting in probably the smallest way that a business could be started, and which has gradually been built up until it is one of the largest in the country, and it is known not only in the United States, but all over the world today.

In the interview, Mr. Wm. F. Stifel, who is president, in describing the building up of this business stated: "The business was established on the basis of **FRIENDSHIP** with the customers and our main principle has always been **HONESTY** of purpose in manufacturing a fabric of value and dealing with all our trade on that basis, and in my opinion this is the main important factor in any business that is to succeed. I do not believe any business will endure that is not founded on **INTEGRITY**. Our business was started as a very small enterprise and has grown to an enormous one, because our policy has always been to consider each customer as a personal friend, entitled to the very best we can give him. It has not invariably seemed to our interest to do so, but the rule has been rigidly adhered to and, in the long run, it has brought us prosperity, and we feel we have established an industry to be proud of. No

matter where you turn, now a days, railroads, factories, shipyards, machine shops, farms, throughout the world, you will find a large number of the workmen and working girls dressed in cloth we manufacture. It is an ideal fabric for them. Tough fibred, practically indestructible in color and weave, soft finished, easily laundered, made in a variety of weights and patterns, **STIFEL'S INDIGO CLOTH** has never been successfully imitated."

Mr. Stifel stated: I am proud of our product, and the policy that was originated by my father in 1835, when he founded the firm of **J. L. STIFEL & SONS**, which will never be changed as long as I am president and as long as the business remains the property of the family, as these same ideas are heartily believed in by the balance of the members of the firm, which consists of the two sons of my brother and my own son. So you will see the big Indigo Cloth with the Little Boot Trade Mark on the back has in reality been established on a solid rock foundation, and is so well known as a good, honest fabric, and the business is so well established and protected, that it is my prediction it will continue to live under the same principles for many, many years, and in its growth become better established each year in the minds of the people as an honest fabric that gives the people their money's worth.

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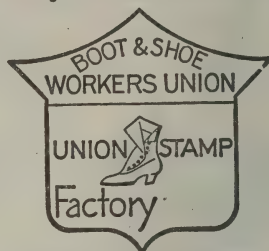
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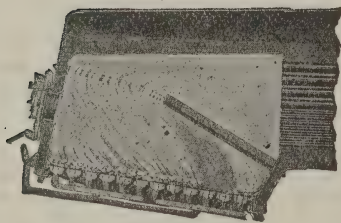
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CHILD LABOR AND THE FEDERAL COURTS.

Address of Senator Robert M. LaFollette Before Convention of American Federation of Labor, Cincinnati, June 14, 1922.

A century and a half ago our forefathers shed their blood in order that they might establish upon this continent a government deriving its just powers from the consent of the governed in which the will of the people, expressed through their duly elected representatives, should be sovereign.

By a process of gradual encroachments, uncertain and timid at first, but now confident and aggressive, sovereignty has been wrested from the people and usurped by the courts.

Today the actual ruler of the American people is the Supreme Court of the United States.

The law is what they say it is and not what the people through Congress enact. Aye, even the Constitution of the United States is not what its plain terms declare, but what these nine men construe it to be.

In fact, five of these nine men are actually the supreme rulers, for by a bare majority the court has repeatedly overridden the will of the people as declared by their representatives in Congress, and has construed the Constitution to mean whatever suited their peculiar economic and political views.

The nine lawyers who constitute the Supreme Court are placed in positions of power for life, not by the votes of the people, but by Presidential appointment.

Ex-President Taft was made Chief Justice by President Harding.

Thus a man was invested with the enormous prestige and influence of Chief Justice of the Supreme Court by Presidential appointment who had been repudiated by the voters of the United States on his record. After they had studied his attitude, his acts, his sympathies on public questions for four years, they declined to re-elect him President.

No one will contend that he could have

been elected Chief Justice by vote of the people. And yet Chief Justice Taft wrote the opinion that annulled the Child Labor Law. He wrote the opinion in the Colorado Coal Company case.

In making this observation, I level no criticism at the personnel of the present court. I am not concerned with personalities. I am dealing with fundamentals. The present court is probably up to the average of that court in ability, wisdom, and character, but these judges, even though they sit upon the Supreme Bench of the United States are, after all, but men. I am concerned only with allowing them or any other body of men so chosen to have supreme power over the happiness, the rights, and the very lives of the 110,000,000 people of the United States.

Sharing the sovereign power of the Supreme Court, but in every way subordinate to it, is the array of minor Federal judges. Many of these Federal judges are excellent and enlightened men, with a high sense of justice. Some of them, notably Judge Anderson of Indiana, and Judge McClinton of West Virginia, have, in my opinion, shown themselves to be petty tyrants and arrogant despots.

Here again I am not attacking the personalities or opinions of individual judges. I am dealing with the fact, which cannot be denied, that we are ruled by a judicial oligarchy. Even if all these Federal judges were men of the greatest wisdom, the most irreproachable character, and the broadest views, the essence of the situation would not be altered. If this were the case, and unfortunately it is not, we would merely have a benevolent despotism—an idea repugnant to every American ideal.

From what source, it may be asked, have the Federal judges derived the supreme power which they now so boldly assert?

Not only was such power not given to the judiciary in any constitution, state or federal, but the records of the Constitutional Convention show that when it was proposed in the Constitutional Convention that judges should have a veto upon acts of Congress, it was decisively defeated on four separate occasions, and at no time received the support of more than three states. As a matter of fact, no member of the Constitutional Convention was bold enough to bring forward a proposition that Federal judges should have the power of nullifying a law after it had been enacted by Congress and approved by the President. The most extreme measure proposed in exalting the power of the judiciary was merely the proposal, presented by Madison and James Wilson, that the Supreme Court have the same power as the President to pass upon legislation before its final adoption, and if the Supreme Court should hold it unconstitutional, that the measure in question should be passed by a two-thirds vote of each house before it should become effective as law. It was in this restricted form that the members of the Constitutional Convention overwhelmingly rejected the theory of "a paramount judiciary."

There is, therefore, no sanction in the written Constitution of the United States for the power which the courts now assert. They have secured this power only by usurpation. Thomas Jefferson foresaw this inevitable encroachment of the judiciary upon the sovereignty of the people, and used his mighty powers to resist it. He said:

"It has long been my opinion, and I have never shrunk from its expression, that the germ of dissolution of our Federal government is in the judiciary—the irresponsible body working like gravity, by day and by night, gaining a little today and gaining a little tomorrow, and advancing its noiseless step like a thief over the field of jurisdiction until all shall be usurped."

In extending their jurisdiction in other directions, the Federal courts have often gone to the judiciary of England for precedents, but in asserting their right to set aside the laws of Congress they have never looked in that direction, and for a very good reason. As Chief Justice Clarke of the Supreme Court of North Carolina has aptly said:

"The courts have attempted only once in England to assert a right to set aside an act of Parliament, and then Chief Justice Tresilian was hanged and his associates exiled to France, and hence subsequent courts have not relied upon it as a precedent. No court in England since Tresilian's day has refused to obey an act of Parliament."

In the beginning encroachment by the Federal judiciary was very gradual. In the case of *Marbury vs. Madison*, where the power of the judiciary to nullify statutes was first formally declared, it is worthy of note that this principle was not involved in the decision, but was asserted only as an opinion of the court, and that it was further qualified by the statement that it

is only legislation "clearly repugnant to the Constitution" that can be declared void.

This is one of the commonest stratagems of the court. The particular case is decided in accord with the popular attitude, but there is often adroitly introduced into the decision what lawyers call *obiter dicta*—that is, a carefully worded declaration as a mere incidental and collateral expression of opinion not material to the decision of the case before the court, but which is injected into the case at bar to prepare the way for a contemplated decision when the occasion shall be more opportune.

This, it may be remarked, is exactly what the Supreme Court did the other day in the *Coronado* case, where it dismissed the case against the United Mine Workers, but laid down a line of policy which will in future be relied upon by all Federal and many state courts to limit, if not destroy, not only trade unions but organizations of farmers and others who are concerned in bitter controversies against the powers of entrenched wealth.

Until recent years the Supreme Court ventured to assert this great power to override the acts of Congress only upon rare occasions and at widely separated intervals of time. As only a relatively small part of the people were directly affected by any of these decisions, the public as a whole were not aroused to the dangerous usurpation which was taking place. There were, it is true, occasions, such, for example, as the decision that Congress did not have the right to levy an income tax, which aroused the entire country, but in these cases the evil was cured by a constitutional amendment overruling the Supreme Court, so that the direct question of the court's usurped power did not become a continuing issue.

For several years before the outbreak of the Great War, however, the people had become aroused to this dangerous situation and a continuous campaign was being conducted to check or correct it. This, you will recall, was one of the issues in the campaign of 1912, when Theodore Roosevelt brought forward as his remedy a proposal for the recall of judicial decisions. This movement for the reform of the American judiciary, like many great reform movements of that kind, was interrupted and set back by the outbreak of the World War. But the judiciary was not checked. On the contrary, it had used this period when the attention of the people was diverted by the problems of war and of reconstruction, to extend its powers and to nullify the acts of Congress with greater boldness than it ever before displayed.

Several years ago Justice Harlan, one of the wisest and most far-sighted men who ever sat upon the Supreme Court, said:

"When the American people come to the conclusion that the judiciary of this land is usurping to itself the functions of the legis-

lative department of the government, and by judicial construction only is declaring what should be the public policy of the United States, we will find trouble. Ninety millions of people—all sorts of people with all sorts of opinions—are not going to submit to the usurpation by the judiciary of the functions of other departments of the government and the power on its part to declare what is the public policy of the United States."

In my opinion, the time of which Justice Harlan spoke is now at hand. I believe that the decisions of the Supreme Court and the injunctions of the lower Federal courts, coming as they have as the culmination of a long train of judicial usurpations, have aroused every citizen who pretends to have any concern for the welfare of his country.

I believe that this question of Judicial Usurpation is now the supreme issue.

The decision handed down by the majority of the Supreme Court on May 15 last, in what is commonly known as the Child Labor Case, is merely one of the latest manifestations of the usurpation of power by that court.

Assuredly it is not necessary in this presence to discuss the evils of child labor in our industrial system. The conscience of the people of this country has been aroused upon that subject both by daily witnessing the baleful results of pressing children of tender years into the service of greedy and selfish employers, and by scientific knowledge of the race deterioration that results from depriving childhood of its inherent right to grow and develop under normal conditions.

The question here is not whether the people wanted the Child Labor law. That they demanded it, that Congress enacted it in response to enlightened public opinion, is certain.

When I first came to the Senate in 1906 the evil of child labor in the United States was the foremost subject of interest and discussion in Congress and in the country.

Not until ten years later, however, was the Child Labor Act passed. But when the vote on the bill was finally taken there were 337 to 46 in favor in the House and 52 to 12 in the Senate.

Back of this vote was the enormous pressure of public opinion, a tremendous expenditure of energy and effort. In addition to the mighty power of the American Federation of Labor and labor organizations generally, the women's organizations of the country had worked unceasingly, unitedly, disinterestedly. The women's clubs, the Consumers' League, the Women's Trade Union League, the Federal Children's Bureau were powerful factors in securing the enactment of the Child Labor Law.

Any discussion of this subject must take into consideration the immense setback to human progress which naturally follows the annulment of the Child Labor Law. It is a great task to overcome the loss of enthusiasm, the disappointment and discouragement on the part of those who have

given years of service to a cause when it is defeated. The people are made to feel helpless and hopeless. Their government appears to be an autocracy instead of a democracy.

The decision of the Supreme Court has set aside and nullified that law. The question is, what are we going to do about it. In order to answer that question it is necessary to recall the leading facts in the struggle between the people and the Federal courts on the subject of child labor legislation.

The Congress first passed a law upon this subject in September, 1916 (c. 432, 39 stat. 675). That law prohibited transportation in interstate commerce of goods made at a factory in which children under the age of 14 were employed or permitted to work, or children between the ages of 14 and 16 were employed or permitted to work more than eight hours a day or more than 6 days in a week or after 7 p. m. or before 6 a. m. Certainly this was most moderate regulation and afforded the minimum of protection to young children employed in industry. This law was passed by Congress in response to an insistent public demand. The old idea that it was desirable or even commendable to employ young children in exhausting labor in factories, mines and shops had given way to the more human and intelligent view that such labor was not only a crime against childhood, but that it degraded adult labor as well and was a menace to the nation. This more enlightened view had been accepted by the people of the country generally, except possibly certain Federal judges, and powerful but selfish manufacturers in a few states who were able to defeat child labor legislation in those states.

The hearings before the Congress upon this measure were extended and most exhaustive. It was shown at these hearings that the mortality of children in industry was many times greater than among children of the same age not similarly employed. For example, in the House Report No. 46, 64th Congress, 1st session, page 222, it was pointed out that mortality from tuberculosis among the most youthful children employed in certain cotton mills was four times as great as among children of like age not so employed, and that of the older children the mortality from tuberculosis was two and one-half times greater than children of the same age and environment not so employed.

In the Senate Report No. 368, 64th Congress, 1st session, at page 11, it is said:

"The evidence is overwhelming that unregulated child labor does not promote a healthy citizenship; that it tends to the deterioration of the race physically; and the dwarfing of the children mentally through the denial of a full opportunity for education; and to criminality since the statistics of our juvenile court show that by far the largest percentage of juvenile delinquents are the children who were put to work too

soon, rather than the children who are trained in the schools."

The medical evidence was to the same effect and showed that the young child worker became dwarfed in body and mind, that the state was deprived thereby of vigorous citizenship and the child lost his birthright to share in the opportunities given to his fellows, and child labor was denounced as "child slavery"

Wherever enlightened state courts have had occasion to deal with this subject, the evidence has all been to the same effect. In the case of the Inland Steel Company vs. Yedinak, upholding the constitutionality of the Indiana Child Labor Law, the court said:

"The employment of children of tender years in mills and factories not only endangers their lives and limbs, but hinders and dwarfs their growth and development physically, mentally and morally. The state is vitally interested in its own preservation, and, looking to that end, must safeguard and protect the lives, persons, health and morals of its future citizens."

Because many states were without adequate child labor laws and because certain selfish and powerful interests in those states, which desired to exploit child labor, were sufficiently powerful to prevent state legislation, it became necessary that Congress should take action upon this subject under its admitted power to regulate commerce between the states. That Congressional action was absolutely necessary was demonstrated beyond question at the hearings I have referred to. There was no means other than through the action of Congress by which the citizens of the states with enlightened and humane child labor laws could protect themselves against the goods turned out by cheap and underpaid child labor in the states which had no adequate protection for child workers. For example, in 1880 the percentage of children under 16 years of age to all wage earners in the Southern states was 25 per cent. In the New England states it was only 14 per cent. In 1890 the percentage in the Southern states was 24.2 per cent, still substantially 25 per cent. In the New England states it had fallen to 6.9 per cent. In 1900 the percentage of the Southern states was still 25 per cent, and in the New England states it was only 6.7 per cent. One result of this situation was the establishment of branches of New England cotton mills in South Carolina, Georgia, Alabama and North Carolina, where young children could be worked with little restriction.

The Industrial Commission, created by the act of June 18, 1898, in its final report, volume 19, page 922, said:

"Uniform or at least similar legislation in the various states is especially desirable in the case of laws restricting child labor because insofar as the employment of children is a real economy it gives manufacturers in the states where it is permitted an unfair advantage over those in the states having child labor laws."

The whole matter was well summed up

in the testimony of Mr. Brinton of Philadelphia, printed in the hearings before the Committee on Labor, 64th Congress, 1st session, on H. R. 8234, page 270, as follows:

"Mr. Brinton. Gentlemen of the Committee: From Pennsylvania we come to this hearing with high hopes. Session after session at our legislature we have been met by the cry from the manufacturers, 'State legislation is unfair. You ask us to compete with other states of different standards. This interstate competition will ruin our business. If we must advance let us advance together.' The condition which confronts us today is therefore in actual fact largely a problem of interstate competition through interstate commerce; a condition emphasized in every child labor campaign in every state; a condition certain to grow more hopeless as conditions of competition become constantly more intense. Interstate commerce is at the root of the evil as it exists today."

And in the Senate Report No. 358, 64th Congress, 1st session, page 21, which had under consideration the measure which afterward became law, it is said:

"So long as there is a single state which for selfish or other reasons fails to enact effective child labor legislation, it is beyond the power of every other state to protect effectively its own producers and manufacturers against what may be considered unfair competition of the producers and manufacturers of that state or to protect its consumers against unwittingly patronizing those who exploit the childhood of the country."

It has been well and truthfully said that childhood labor in any state lowers manhood labor in every state.

Congressional legislation is absolutely necessary therefore to protect the childhood of the country, and to protect the manhood and womanhood of the country, and to protect the consumer from becoming a partner with the exploiters of child labor through unwittingly purchasing the tainted products of child labor.

It was, sir, in recognition of this situation and in obedience to these compelling reasons that the Congress enacted the Child Labor Law to which I have referred.

The power of Congress to enact that law is not only written into the plain language of the Constitution itself, but Congress had so frequently exercised a similar power as to make it seem certain beyond the possibility of a doubt that no court would venture to question the Congressional power to enact this much needed legislation. The clause of the Constitution of the United States which I contend expressly confers upon Congress the power to enact this law is found in section 8, where it is declared, "The Congress shall have power * * * to regulate commerce with foreign nations, and among the several states, and with the Indian tribes."

The power of Congress to regulate commerce between the several states is therefore supreme. The Congress has precisely the same power to regulate and control commerce between the several states that it has to regulate and control commerce with foreign nations. Before the Congress passed the Child Labor Law it had passed many other laws, the constitutionality of

which had been upheld by the Supreme Court, which not only regulated but practically prohibited interstate commerce in certain commodities. It had prohibited the movement in interstate commerce of lottery tickets, see lottery case 188 U. S. 321; persons for immoral purposes, *Hoke vs. United States*, 227 U. S. 308; diseased stock, *Reid vs. State of Colorado*, 187 U. S. 137; adulterated food, *Hopilite Egg Company vs. United States*, 220 U. S. 45; intoxicating liquors, *Clark Distilling Company vs. West Md. Railroad Company*, 342 U. S. 311 325.

In these and many other instances Congress had absolutely closed interstate commerce to certain persons and commodities under its power to regulate commerce. That the commodities excluded were in many instances not harmful made no difference. See *United States vs. American Tobacco Company*, 221 U. S. 106 132.

The Constitution vested in the Congress solely the right to determine the necessity and propriety of regulating even to the point of prohibiting the transportation of any article in interstate commerce. This rule had been so repeatedly declared in the cases to which I have referred and many others that it had come to be accepted as a self-evident proposition. Nor was this all. So tenacious of the power of Congress to control interstate commerce has the Federal Government always been that the power of states to regulate or tax corporations engaged in interstate commerce has been greatly hampered by the court and flatly denied by the Supreme Court wherever it could be made to appear that the action by the state to any extent burdened interstate commerce. See *ex parte Young* 209 U. S. 123; *Galveston, etc., Railroad Company vs. Texas*, 219 U. S. 217; *Western Union Telegraph Company vs. Kansas* 216 U. S. 1; *Yazoo, etc., Company vs. Greenwood Company*, 227 U. S. 1; and numerous other cases.

The administration of the law was given to the Federal Children's Bureau under the direction of Julia Lathrop, a rarely gifted executive. In her 6th annual report Miss Lathrop said:

"A well-organized system of administration had been developed which was constantly growing in efficiency. States with standards as high or higher than those of the Federal statutes and with competent administering officials were working in excellent co-operation with the government inspectors to the strengthening of both. In some states laws had been modified to make possible compliance with the certifying provisions of the new statute. In others the direct issuance of certificates by the officers of the Children's Bureau was securing an orderly procedure, returning many children to school, increasing the popular demand for schools, and incidentally showing the parents and the public the need of physical tests of fitness for work. Cases of willful violation had been successfully prosecuted, though this was the least important effect of the law."

In spite of the clear language of the Constitution and the many decisions of the Supreme Court, the ink was hardly dry

upon the Child Labor Act passed by Congress in 1916 before an inferior Federal judge in North Carolina assumed to hold the act void as unconstitutional and enjoined its enforcement in that district. I refer to the case of *Hammer vs. Dagenhart*, which reached the Supreme Court on appeal by the Government and was decided in June, 1918.

We are informed from the record in this case that the bill to test the constitutionality of the law was filed in the United States district court for the western district of North Carolina by a father in his own behalf and as the next friend of his two minor sons, one of the age of 14, and the other between the ages of 14 and 16 years. All were employees in the cotton mill at Charlotte, North Carolina. Who paid the expenses of these cotton mill operatives in the litigation does not appear. The Supreme Court of the United States, however, by a 5 to 4 decision, declared the law unconstitutional in spite of the plain language of the Constitution and in spite of that court's previous decisions. Mr. Justice Holmes, however, filed a strong dissenting opinion which was concurred in by Mr. Justice McKenna, Mr. Justice Brandeis, and by Mr. Justice Clark. In his dissenting opinion, Mr. Justice Holmes said:

"The question then is narrowed to whether the exercise of its otherwise constitutional power by Congress can be pronounced unconstitutional because of its possible reaction upon the conduct of the states in a matter upon which I have admitted that they are free from direct control. I should have thought that that matter had been disposed of so fully as to leave no room for doubt. I should have thought that the most conspicuous decisions of this court had made it clear that the power to regulate commerce and other constitutional powers could not be cut down or qualified by the fact that it might interfere with the carrying out of the domestic policy of any state.

"I should have thought that if we were to introduce our own moral conceptions where in my opinion they do not belong, this was pre-eminently a case for upholding the exercise of all its powers by the United States.

"But I had thought that the propriety of the exercise of a power admitted to exist in some cases was for the consideration of Congress alone. . . . It is not for this court to pronounce when prohibition is necessary to regulation if it ever may be necessary—to say that it is permissible as against strong drink but not as against the product of ruined lives.

"This does not meddle with anything belonging to the States. They may regulate their internal affairs and their domestic commerce as they like. But when they seek to send their products across the state line they are no longer within their rights. If there were no Constitution and no Congress their power to cross the line would depend upon their neighbors. Under the Constitution such commerce belongs not to the States but to Congress to regulate. It may carry out its views of public policy whatever indirect effect they may have upon the activities of the States. Instead of being encountered by a prohibitive tariff at her boundaries the State encounters the public policy of the United States which it is for Congress to express. The public policy of the United States is shaped with a view to the benefit of the nation as a whole. If, as has been the case within the memory of men still living,

a State should take a different view of the propriety of sustaining a lottery from that which generally prevails, I cannot believe that the fact would require a different decision from that reached in *Champion v. Ames*. Yet in that case it would be said with quite as much force as in this that Congress was attempting to inter-meddle with the State's domestic affairs. The national welfare as understood by Congress may require a different attitude within its sphere from that of some self-seeking State. It seems to me entirely constitutional for Congress to enforce its understanding by all the means at its command."

The opinion written by Mr. Justice Day for five judges constituting the majority of the court, does not in form overrule any previous decisions, but says:

"In our view the necessary effect of this act is by means of a prohibition against the movement in interstate commerce of ordinary commercial commodities, to regulate the hours of labor of children in factories and mines within the states."

Of course the very purpose of the legislation was to prevent young children being overworked in mines and factories in states that refuse to pass decent child labor laws. The majority opinion, however, in apparent justification of North Carolina's law, said:

"In North Carolina, the state where is located the factory in which the employment was had in the present case, no child under twelve years of age is permitted to work."

The majority opinion held that the products of child labor, though stained with the sweat and blood of its victims, are untainted, and that the Congress of the United States is powerless to declare otherwise.

The 7th annual report of the Chief of the Children's Bureau tells the results of the repeal of this Child Labor Law by the Supreme Court in its decision of the *Dagenhart* case, as follows:

"The immediate effect of the decision of the Supreme Court in States where the State child-labor standards were lower than those imposed by the Federal law was the prompt restoration of the longer working day for children under 16 and an increase in the number of such working children. In addition, in a number of these states there was an appreciable increase in the violation of the State laws. For example, of the 53 factories visited in one State by inspectors of the bureau shortly after the Federal law was declared unconstitutional, 47 were found violating the State law by employing 430 children under 12 years of age, while in the 40 factories inspected in this State while the Federal law was in operation only 95 children under 14 had been found at work. The tendency to illegal employment of children was especially marked in the canning industry. In one State where the minimum age for employment in canneries was 14 years, the same as that established by the Federal law, 721 children under that age, including over 50 who were not yet 10 years old, were found employed in 205 canneries visited by inspectors of the bureau in the summer of 1918." (After the Supreme Court had nullified the Child Labor Law.)

Congress at the next session, passed the act of February 24, 1919, which sought to obviate the objection of the Supreme Court by levying an excise tax upon the employers of child labor who transported their product in interstate commerce and who employed children within the prohibited ages and in excess of prescribed hours. This statute, in my opinion, though amply supported by authority to be found in previous cases of the Supreme Court, was doomed un-

less the court should reverse its decision in the *Dagenhart* case. When the decision was handed down on the 15th of last month in the case of *Bailey v. The Drexel Furniture Company*, setting aside and nullifying this statute, Justice Clark dissented. I assume that the other judges dissenting in the *Dagenhart* case which I have discussed previously thought that the decision in that case was conclusive and that a dissent was useless. The *Bailey* case, like the *Dagenhart* case, also came up from the western district of North Carolina, and in both instances an inferior Federal judge assumed to nullify a statute passed by the Congress after the greatest consideration, and approved by the President. It is worthy of note also that the *Dagenhart* case which settled the principle and fixed the position of the majority of the court, should almost wholly escape public notice and condemnation, while the *Bailey* case decided last month, which does little more than to cite the *Dagenhart* case as authority, has provoked hostile comment from one end of the country to the other and is made the subject of consideration in this conference. The explanation, is, of course, that the Supreme Court decided the *Dagenhart* case June 3, 1918, when we were all too busy making the world safe for democracy to pay any attention to what was happening to our own children.

I have briefly sketched the manner in which the Federal courts have thwarted the will of the Congress and of the people in the matter of child labor simply because it is typical of the conduct of the Federal Judiciary and particularly the Supreme Court whenever Congress has sought to enact progressive and humane legislation which was offensive to great financial interests and enterprises. The point that I am trying to make is that we are dealing with a fixed purpose and predisposition on the part of the Supreme Court and the Federal judiciary generally.

This decision is, however, merely the last of a long list of decisions equally arbitrary and equally indefensible from the standpoint of public welfare.

You have only to recall the decisions arising out of the employers' liability statutes, the Arbitration Act, the Workmen's Compensation Act, the Income Tax Laws, and the shameful manner in which the court rewrote and misapplied the Anti-Trust Act in the Standard Oil and Tobacco Trust and other cases. If perchance the memories of any of you are very short, I direct your attention to the recent decision of the *Coronado Coal Company* case.

The opinion in this case by Chief Justice Taft is significant because of what the court says on questions that are not involved in the case rather than because of anything that is actually decided. This is another case of *obiter dicta*.

A six-line decision was all that was required to dispose of the case on its merits, for the Supreme Court was reluctantly obliged to admit the fact that there is not and never was, any evidence to show that the defendants conspired to restrain or monopolize interstate commerce. That being true, of course there is not, and never was, any case against the United Mine

Workers in the Federal court. The court, however, went out of its way through 29 pages of *obiter dicta* to berate the defendants and to characterize them as outlaws and murderers, and Chief Justice Taft wound up his opinion by saying: "The circumstances are such as to awaken regret that in our view of the Federal jurisdiction, we cannot affirm the judgment." In which the court went outside the record to announce a principle which will be laid hold of by the Federal courts whenever necessary to disrupt labor unions and farmers' organizations throughout the country.

There is no need for laymen to comment upon these decisions. Let the dissenting members of the Supreme Court themselves comment upon the action of the majority of the court in these cases.

First of all, let me recall to your minds the stock dividend decision, by which the Sixteenth Amendment to the Constitution was in large part nullified. This amendment empowered Congress to lay taxes "on incomes from whatever source derived." But by a bare majority, five to four, the Supreme Court held that this did not cover income in the form of stock dividends.

Listen to what the minority, comprising the ablest members of the court, said with regard to this decision:

"If stock dividends representing profits are held exempt from taxation under the Sixteenth Amendment the owners of the most successful business in America will, as the facts in this case illustrate, be able to escape taxation on a large part of what is actually their income."

It was further declared by the minority:

"That such a result was intended by the people of the United States when adopting the Sixteenth Amendment is inconceivable."

I wish to recall to your memories, also, the decision of the Supreme Court in the Steel Trust case. This was decided by a bare vote of four to three, inasmuch as Justices Brandeis and McReynolds did not participate in the decision. Justice Day in this case delivered the dissenting opinion, which criticises the decision of the majority in these burning words:

"As I understand the conclusion of the court . . . they amount to this: That these combinations . . . although organized in plain violation and bold defiance of the provisions of the (Sherman) act, nevertheless are immune from a decree effectually ending the combinations and putting it out of their power to attain the unlawful purpose sought, because of some reasons of public policy requiring such conclusion. I know of no public policy which sanctions a violation of the law, nor of any inconvenience to trade, domestic or foreign, which should have the effect of placing combinations, which have been able to thus organize one of the greatest industries of the country in defiance of law, in an impregnable position above the control of the law forbidding such combinations. Such a conclusion does violence to the policy which the law was intended to enforce, runs counter to the decisions of the court, and necessarily results in a practical nullification of the act itself."

Another set of decisions particularly affecting the rights of labor were the so-

called picketing cases in one of which the court nullified the power of a state legislature to define the conditions under which picketing might be carried on and instead itself laid down minute and absurd rules upon the subject. This case well illustrates the tendency of the courts not only to legislate by evading the acts of Congress, but even to enter upon the field of prescribing minute rules and regulations upon any subject which it chooses.

I cannot leave these decisions, limited as my time is, without recalling to you the criticism which Justice Holmes (concurred in by Justice Brandeis) delivered with reference to the decision of the court in the now famous *Abrams* case. To my mind this case, involving the fundamental right of freedom of speech, best illustrates the extreme length to which the court is prepared to go under the influence of its prejudices and passions. Justice Holmes did not mince words when he said in his dissenting opinion:

"In this case sentences of twenty years' imprisonment have been imposed for the publishing of two leaflets that I believe the defendants had as much right to publish as the Government has to publish the Constitution of the United States now vainly invoked by them. . . . Only the emergency that makes it immediately dangerous to leave the correction of evil counsels to time, warrants making any exception to the sweeping demand 'Congress shall make no law . . . abridging the freedom of speech.' . . . I regret that I cannot put into some more impressive words my belief that in their conviction upon this indictment the defendants were deprived of their rights under the Constitution of the United States."

Heretofore the people of the United States have met the difficult situation created by the court's decisions on constitutional matters by dealing with the particular question upon which the court was at variance with the popular will. When the court held that a sovereign state might be sued by the citizen of another state, the people were indignant, but they cured this situation by speedily passing the Eleventh Amendment. The people of the United States cured the situation created by the *Dred Scott* decision by the adoption, after the Civil War, of the Thirteenth and Fourteenth Amendments. When the Supreme Court held the income tax law invalid, the people after thirty years, were able to cure this situation by the adoption of the Sixteenth Amendment, which, as we have seen, the Supreme Court, has already partially nullified by exempting stock dividends from taxation.

We have never faced the fundamental issue of Judicial Usurpation squarely.

The time has now come to do so. It would require a dozen constitutional amendments to correct the evils of the decisions which the court has handed down within the past three or four years.

The time has come when we must put the axe to the root of this monstrous growth upon the body of our government. The

usurped power of the Federal courts must be taken away and the Federal judges must be made responsive to the popular will.

Now, sir, as to a remedy!

The subject is one to which I have given much thought. For years I have seen the day coming when the Federal judiciary must be made, to some extent at least, subject to the will of the people, or we must abandon the pretense that the people rule in this country. We have created, or at least have suffered to grow up within our land a Frankenstein which must be destroyed or else it will destroy us.

No student of existing conditions, however conservative he may be, can ignore the alarming fact that there is a widespread and growing belief in the public mind that our courts and kindred tribunals established to administer justice under the law are more considerate of property interests than of personal rights.

For years the current literature of the day has teemed with it. It is idle to say that it is confined to the violent denunciation of the agitator and demagogue. It has found expression in publications of accepted standing. It has been the theme of eminent publicists. It has been denounced from the pulpit. It has been discussed in the meetings of National and State bar associations. It has become the settled conviction of millions of worthy citizens of the Republic.

I say this is no longer an academic question. Out of it has come the demand for the recall of judges, which is already embodied in the constitutions of at least three States of the Union.

In the American home, in our schools, and in all the relations of life we are taught to respect and reverence our courts. The judiciary alone, of all our institutions of government, was set upon an eminence of station and consecrated to a service designed to lift it above the suspicion of perverting justice.

Standing somewhat apart from the turmoil and clash of the material world, our courts were insured a calm and repose where they might hold with even hand the scales of human justice. Nor was that all. Through common-law proceedings for contempt, and a great body of statutory crimes against justice, we have thrown about them as constituted every protection and safeguard which the wit of man can provide.

But this immaterial isolation, and sanctity of position, this absence of direct responsibility to the people, has led the federal judiciary and particularly the Supreme Court to assume and to exercise an arbitrary power wholly inconsistent with popular government.

The question is, which is supreme, the will of the people or the will of the few men who have been appointed to life positions on the Federal bench.

It is idle, sir, in my opinion to talk about a constitutional amendment which will

merely meet the objection to the child labor law raised by a majority of the Supreme Court. We can not live under a system of government where we are forced to amend the Constitution every time we want to pass a progressive law. The remedy must adequately cope with the disease, or there is no use applying it.

I fully recognize the fact that the power which the court now exercises to declare statutes of Congress unconstitutional is a usurped power without warrant in the Constitution, and it is absolutely certain the Constitution would never have been adopted had the men at that time believed that the court they were providing for would assume the powers now exercised by our Federal judges.

Is the remedy then such a drastic change in the Constitution as will forever strip the judiciary of this power? I do not think this is necessary, nor do I think that the popular election of Federal judges would adequately meet the situation.

I would amend the Constitution so as to provide

(1) that no inferior Federal judge shall set aside a law of Congress on the ground that it is unconstitutional;

(2) that if the Supreme Court assumes to decide any law of Congress unconstitutional, or by interpretation undertakes to assert a public policy at variance with the statutory declaration of Congress, which alone under our system is authorized to determine the public policies of government, the Congress may by repassing the law nullify the action of the court.

Thereafter the law would remain in full force and effect precisely the same as though the court had never held it to be unconstitutional.

Had such been the provision of the Constitution the action of Congress in passing the Child Labor Law the second time would have been effective and we would have had an efficient child labor law today. Had such been the Constitution it would not have been necessary to wait twenty years to get an income tax law after the Supreme Court had reversed its former decision upholding the law. Were such now the Constitution, the Congress could by statute speedily correct the indefensible policy, asserted by the Supreme Court in the Coronado case, with respect to labor unions, farmers' associations, and other voluntary organizations.

While, of course, it is a great burden upon the people to require them virtually to pass remedial legislation twice, nevertheless where the subject is important enough and the interest keen enough it will not be a difficult thing to do.

The Constitution gave to the President of the United States a veto upon legislation, in order that the executive might be able to protect itself against encroachments. But it also gave to the Congress the power to

assert its will by repassing the law even after it had been vetoed. This was necessary in order to prevent the President from using his veto to block all progress and make himself a despot.

The Constitution did not give the courts a veto, but as I have shown, repeatedly refused to permit them even to participate in the exercise of the Presidential veto power. Nevertheless, the courts have asserted not a veto power while laws were in the making, but have usurped the far greater power to nullify laws after they have been enacted and by the process of so-called interpretation to declare the public policy. They thus themselves enact what shall be the law of the land.

What I propose is that Congress shall be enabled to override this usurped judicial veto and to declare finally the public policy just as it has the power to override the Presidential veto, so that we may realize in fact the fundamental purpose of the Constitution as declared in Article I, section 1, that "All legislative powers herein granted shall be vested in a Congress of the United States, which shall consist of a Senate and House of Representatives."

Certainly no one can complain that the plan proposed is revolutionary, or even radical. It can fairly be criticised as being too conservative, but it at least would give the people an effective method of expressing their will if the sentiment and purpose is strong enough, and it would relieve the present intolerable condition.

A very good illustration of what I propose is found in the recent history of the House of Lords of Great Britain. That body, as you know, constitutionally has a dual character. It is both a law-making body and a court. Our Supreme Court by usurping legislative powers has become somewhat like the British House of Lords. You will recall that several years ago the House of Lords refused to approve the budget adopted by the House of Commons, taxing landed estates for the promotion of a great program of social legislation. This veto so provoked the popular branch of the British Parliament that the next general election was fought out on the issue that thereafter if the House of Lords withheld approval of any measure of the House of Commons, the latter should by repassing the bill nullify the

action of the lords. The British people overwhelmingly supported the House of Commons.

Even after this election, the Lords were still inclined to rebel against giving up their veto power, but through the influence of the Prime Minister the King was induced to threaten to pack the House of Lords with enough new members to bring about the passage of the law. The result was that the Lords yielded, and the British Government became to that extent more representative.

Can we not do as much in this country as the British did? Can we not reduce our Federal judiciary to its constitutional powers? If not, we can at least arrest its further growth. We can prevent its further encroachment upon the law-making branch of the Government. The plan I propose will do this, and I believe will be accepted by the people in all parts of the country without regard to party, as the quickest means of restoring their government to the people.

We are confronted with a situation wherein we must make a choice that will determine the destiny of this nation in all the generations to come. This choice is simple but fateful. Shall the people rule through their elected representatives or shall they be ruled by a judicial oligarchy? Shall we move forward in our development as a nation, carrying out the will of the people as expressed by their ballots or shall all progress be checked by the arbitrary dictates of five judges until the situation becomes so desperate that it can no longer be endured?

I have no doubt what the choice of the American people will be when this issue is submitted for their decision. The American nation was founded upon the immortal principle that the will of the people shall be the law of the land. The courts have forgotten this, but the people have not. When they have an opportunity they will overwhelmingly declare that they will no longer stand for all the wheels of progress being blocked by the arbitrary dictates of a majority of nine judges, but that a way shall be opened whereby the nation may move forward in peace, in order and in harmony to achieve the great ideals of freedom, prosperity and happiness enshrined in the Declaration of Independence and in the preamble of the Constitution of the United States.

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THAT NINETEENTH ROUGH DIAMOND.

By Rollin Lynde Hartt.

Take eight rough diamonds, young and vigorous, turn them loose on a nineteenth rough diamond; add a ball, a bat, a catcher's mask, and a "very congregational lynch-law sound" punctuated with yells of "Slide Kelly, slide!" or "Kill the umpire!"—and lo, you have our national game almost anywhere. On the village green, for instance, if your village affords a green. On the "sand lots." Or out yonder at the edge of the city, where the pound used to be, and a dump still is, and where billboards make a capital backstop.

Just this ease of marking off a diamond almost anywhere is what eventually lines Babe Ruth's pockets with gold and gives Judge Landis a salary like a film star's. For the throngs who pay to watch a professional ball-game are onlookers but not outsiders. When we whoop "Ee-yay!" from grandstand or bleacher, it is because we ourselves have "been there."

Even more verbal snapshots of a ball-game set our blood tingling—for example this: "The ring of a bat, flying forms that fling themselves feet first along the ground in clouds of dust, other forms with heads thrown back and faces upturned, one horror-stricken figure moving across the far, far background, his posture that of anguish, hoping against hope—and victory is ours! We howl!" No wonder! In our rough-diamond days we, too, knew the joy of triumph. Also, we knew the pang of being "walloped by the Cedarvilles" and slinking supperless to bed.

But, whenever you find eighteen rough diamonds playing ball on a nineteenth as rough, you suspect that somewhere behind the scenes lurk some enterprising citizens who have found that there is no way of maintaining cordial relations with growing boys which quite equals the diplomacy of giving them a chance to play ball.

So it comes about that there comes from Community Service, 315 Fourth Avenue, New York, a lively interest in the nineteenth rough diamond and is broadcasting plans and specifications for its improvement. To wit:

Pick a level field, preferably two hundred and thirty-five feet square. Mark off a diamond measuring ninety feet along each side. If feasible, let the sides run oblique to the outer boundaries of the feet. Get a five-sided home plate, made properly of whitened rubber, and plant it so that two of its sides will extend twelve inches along the lines of the diamond from the angle. Opposite the point run a line seventeen inches long and connected with the ends of the twelve-inch sides by lines eight and a half inches long. On both sides of the home plate, place the batters' boxes, six inches away from it. They must measure six feet one way by four the other, with the longer side facing the home plate. Im-

mediately behind the home plate, provide the catcher's place on a gradually sloping mound not more than fifteen inches higher and within a triangle made by extending the sides of the diamond and connecting them by a line ten feet from the point of the plate. Now draw a coacher's line at right angles to the side of the diamond, fifteen feet from first base measuring along the line from the home plate to first base. Draw another at right angles to this and parallel to the side of the diamond and extending out a little beyond the base, provide a similar coacher's line. Finally, mark foul lines on the fence—that is unless you prefer to use foul flags—and there you are, gentlemen, with a diamond worthy of the game and of yourselves.

But others, too, are there—or will be—and it remains to control the spectators. Give them a simple bench two hundred feet long, parallel to the base and foul lines and at least thirty feet away, on each side of the diamond, starting near the backstop and ending in the outfield. Or perhaps you can afford a grandstand. If so, have a space of at least thirty feet between it and the home plate.

Several ladies sat in the clubroom discussing the virtues of their husbands, over their knitting.

"Mr. Jones," said one of them, referring to her life partner, "never drinks and never swears; indeed, he has no bad habits."

"Does he never smoke?" someone asked.

"Yes, he likes a good cigar just after he has eaten a good meal. But on an average I suppose he doesn't smoke more than once a month."

Some of her club mates smiled, but she didn't seem to understand the reason.—Ex.

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THE "LABOR" BOARD AGAIN SLASHING WAGES OF RAILROAD EMPLOYEES.

Living up to their previous heartless and unfair record, the members of the Labor Board has ordered another cut in wages of the railroad shopmen, maintenance of waymen, clerks, etc., effective July 1st, amounting to about \$150,000,000 per annum.

Like the fabled "old man of the sea," this hostile and unfair board has been placed upon the back of the railway employees, and evidently intended, if allowed to continue to exist, to ride them to death by the starvation route. It has made much progress in this direction during its short existence, having taken away the national agreement, many of the fair conditions of labor, which was secured through years of struggles and toil, cut wages 13 per cent last July and now ordering another cut from 10 to 25 per cent; in fact in about every essential way it has not only carried out the expressed wishes of the railroad management, but seemingly anticipates their wishes, heartlessly regardless of the fact that in doing so it is taking away from hundreds of thousands of employees the means of securing enough of the necessities of life for those dependent upon them.

In an effort to justify their last unfair action, in ordering these reductions in wages, this board has manufactured statistics in reference to cost of living to suit themselves, regardless of the actual facts of the matter and placed the cost from 25 to 40 per cent less than it actually is, instead of the cost of living coming down it has advanced about 10 per cent in the past year, and an increase in wages rather than cut was in order if actual conditions were to be taken as a basis for their actions.

When the law under which this Board was under contemplation, labor's representatives opposed it with all their might, for they realized from experience that labor need not expect fair treatment as a square deal from such a body, and the record of the Board shows their judgment was right. However, notwithstanding their well founded opposition to the law while it was under consideration by Congress, as soon as it was enacted they accepted the matter in good faith and fully co-operated with the Board in trying to iron out all problems that arose, but were given the short end of the stick every time. On the other hand, the railroad's officials, who clamored so loudly for the bill, since it was enacted have done nothing

towards co-operating in solving any problems, but have spent all their time in creating others and a large majority of these officials have to all intents and purposes repudiated the authority of the Board, all they have done was to accept all of the advantages and benefits this Board has heaped upon them. The only time we can recall where this Board has ruled against the roads in any case of importance was in reference to farming out their repair work and this involved their own meal ticket for if this system was carried to its logical ends there would be no railway employees and therefore no need for a "Labor Board."

With these records before us it seems to us it is about time for labor to do some repudiating too and question the constitutionality of this Board's assumed authority to arbitrarily set wages and conditions for railroad employees. In our opinion this conflicts with the right of contract guaranteed by the constitution. However, this is a matter that would have to be passed upon by the Supreme Court, and its extremely biased actions in recent cases in which the rights of labor were involved, does not presage favorable action from this source and therefore repeal of the law seems to be the only relief possible at present.

As the Board is now constituted, three of the nine members are direct representatives of the railroad officials, the three labor representatives are sandwiched in between these and the three members supposed to represent the public, and be entirely neutral and unbiased in their opinion, however, it is only a supposition as they are more biased and partisan than the railroad's members. Mr. Hooper, the present Chairman of this Board journeyed all the way from Chicago to New York City in company with several other members a few months ago to attend a large gathering of railroad officials and made a speech before them in which he was reported as strongly denouncing strikes of railroad employees, and giving it as his opinion, that if it was not now unlawful for such employees to strike that it would be made unlawful. When men of such bias are placed on a supposedly non-partisan Board, it ceases to function as such and its usefulness is at an end.

The three labor members set forth in an able and convincing manner their opposition to this last cut in wages, in a minority report, but argument, reason, facts, and figures have no weight with partisan minds and the unfair reductions were ordered put into effect. A strike vote is now being taken and the result will no doubt be known when this issue reaches our members.

THE U. S. SUPREME COURT STRIKES LABOR A DEADLY BLOW.

In a recent decision of the United States Supreme Court in the suit for damages instituted by the Coronado Coal Company of Arkansas against the United Mine Workers, it was held that the funds and property of labor unions are liable for damages. The Sherman anti-trust law was turned upside down and twisted out of shape in order to arrive at this decision. Thus we find that a law devised solely for the purpose of preventing big business from forming monopolies and gaining control of the necessities of life, after more than a quarter of a century on our statute books, has not been used to prevent any of these monopolies being formed, and it is only used as an excuse to hamstring organized labor, when it was repeatedly stated by our lawmakers who enacted it, that it did not in any way affect or apply to labor organizations, and now after all these years, organized labor is the only one held to be responsible under this act, by our courts. It is a glaring example of the perversion of our laws by the courts to suit the wishes of capital and big business for their benefit and to ham-

string and cripple organized labor, and prevent it accomplishing its work of bettering the conditions of the toiling masses.

By these absurd and unfair constructions, the courts are rapidly usurping the lawmaking powers of congress. Thomas Jefferson was a wise and far seeing statesman and foresaw what the results would be, if our courts were allowed to pass upon the validity of our laws. Here is an excerpt of his opinion of our judiciary:

"It has long been my opinion and I have never shrunk from its expression, that the germ of dissolution of our Federal Government is in the judiciary—an irresponsible body working like gravity, by day and by night, gaining a little today and gaining a little tomorrow, and advancing its noiseless step like a thief over the field of jurisdiction until all shall be usurped."

How true this prediction has so far been! We have had many examples of this usurpation of legislative functions of Congress by our courts, but this Coronado Mine decision is one of the most glaring and far reaching that we have yet experienced, as it threatens the existence of organized labor in the future; the only protection the workers have against injustice and greed. However, it may prove to be the last straw, and prove a blessing in disguise, if it only arouses labor to life and action in fighting for fundamental changes in the authority of our courts.

One of the first should be, in our opinion, to have changed, the law providing for the appointment for life, and have all judges elected by the people for a term of years; and then their decisions will likely be more responsive to the people's wishes. It may require a Constitutional Amendment to clear away all impediments, but this can soon be accomplished if all members of organized labor will work and vote solidly for the right kind of candidates for Congress and State Legislatures this fall and for the year to come.

Chief Justice Taft, who posed as a liberal during the war, delivered the opinion of the court in this case and showed himself as a hidebound reactionary such as he was while president, and in closing the written opinion of the court in this case, took a slap at labor with the words:

"The case has been prepared by counsel for the plaintiffs with rare assiduity and ability. The circumstances are such as to awaken regret that in our view of the federal jurisdiction we cannot affirm the judgment. But it is of far higher importance that we should preserve inviolate the fundamental limitations in respect to the federal jurisdiction. The judgment is reversed and the case remanded to the District Court for further proceedings in conformity to this opinion."

In other words he regrets that he could not order the confiscation of the million dollars bond furnished by the United Mine Workers, to satiate the greedy claims of the Coronado Coal Co.

Senator La Follette proposes a constitutional amendment to the effect:

"That no inferior federal judge shall set aside a law of congress on the grounds that it is unconstitutional, and that if the Supreme Court assumes to decide any law of congress unconstitutional, or by interpretation undertakes to assert a public policy at variance with the statutory declaration of congress, which alone under our system is authorized to determine the public policies of government, the congress may by repassing the law nullify the action of the court."

While the reactionary may deem this a little revolutionary, the people, we believe, are prepared to accept it, for the usurping policy of the courts must be stopped and relief given to the people from the effects of its past decisions.

AMERICAN FEDERATION OF LABOR CONVENTION.

The forty-second annual convention of the American Federation of Labor assembled in Cincinnati, Ohio, April 12th, with a large attendance of delegates. A number of welcoming addresses were made by public officials and local representation of the labor movement. From all reports, the spirit of unity and solidarity was more pronounced than ever before, and the delegates promptly entered into the work of solving the many serious problems that confront the labor movement at the present time.

The Executive Council, as usual, presented a very able and comprehensive report of its work, the work of the movement generally, as well as dealing with a large number of subjects and problems affecting the movement. The unfair rulings and decisions of the courts in labor cases came in for severe criticism and condemnation, and while the report only dealt with a few of the outstanding cases of far reaching import, its recital was sufficient to show to any unbiased mind that radical reforms and restrictions in this matter is essential for the welfare of the working people and the perpetuity of our liberties and free institutions.

Senator Robert La Follette was present on the third day of the convention, by special invitation and delivered an eloquent address lasting two hours, and received an enthusiastic welcome.

A very commendable improvement in the publicity service in reporting the work of the convention is noted this year and will no doubt be appreciated by those not in attendance and be productive of good results. One hundred and seventeen resolutions were introduced during the first few days of the convention and referred to the several committees for consideration and action. While this report will close before much of the business will have been acted upon, no doubt many important and weighty actions will be taken.

A conference between the representatives of the railway employees and the United Mine Workers is scheduled to take place during the convention that may have far reaching and important results. Sentiment seems strongly for an alliance between these two forces for the purpose of jointly working to solve the problems that confront the members of both organizations.

The International Labor Press of America held its convention during the time the A. F. of L. was in session. This association is composed of the editors of labor papers and international unions in affiliation with the A. F. of L. President Woll made his report in which he condemned the hostility towards the A. F. of L. and regular labor movement, of the "Federated Press," a radical institution, inimical to the trade union movement.

ADMINISTRATION INFLUENCE TRYING TO JAM SHIP SUBSIDY GRAFT THROUGH CONGRESS.

Press dispatches inform us that President Harding has served notice on Congress that the ship subsidy bill now before Congress must be enacted into law without delay or else he will call them back in special session in mid-summer for the purpose of enacting it. The administration evidently is very much interested in the consummation of this gigantic graft, when it would saddle upon the country the large expense of assembling Congress in special session in an effort to force its enactment. However, this item, large though it would be, would appear as a mere bagatelle along side of the seven hundred millions of dollars or more of bounties that would be saddled on the tax-payers of the country by this measure, and in addition to this \$125,000,000 of the people's money would be placed at the disposal of the Shipping Board to be used as a revolving fund to loan to ship owners at 2 per cent interest per annum, while our government is now borrowing hundreds of millions for its own needs and pay four and quarter to six per cent. Furthermore, this measure would give absolute power and control over the three billion dollar fleet now owned by the government; it may dispose of these ships at such prices and on such terms as it may decide without competitive bids, the only restriction it makes is that the deferred payment may not extend over a greater period than fifteen years. How-

ever, during that time the purchaser will only be required to pay 2 per cent interest, while the farmer, who borrows from the government must pay from 5 to 7 per cent interest.

Some may entertain the idea that inasmuch as they own no large taxable property and do not have to pay an income tax, they have no cause to worry over this wasteful use of the government's funds, but in this they are mistaken as they will pay their full proportion, as much so as the income tax payer, through decreased wages and increased cost of the necessities of life.

The manufacturer and employers generally add their taxes along with other fixed charges, in computing the cost of the articles they sell, and deduct in like manner, these items in determining their income, and ability to pay wages. Therefore, every wage earner is vitally interested in the matter, and it will be little satisfaction to them in paying this tax, indirect though it will be, to know the Steel Trust is being paid a bounty on all of the products of the Steel Trust; likewise the Standard Oil and other big concerns that are transported by water.

In addition to the huge graft embraced in the provisions of this bill, it confers arbitrary and almost absolute power in the hands of the Shipping Board that can be used to crush out independent lines and those who do not meet with their approval. It would result in the disruption of the Seaman's Union, and the manning of our merchant marine by cheap cooly labor.

Every American is desirous of seeing an efficient merchant marine built up under the stars and stripes, but it should be on an equitable basis of efficiency and service and not made a burden to the people in order to furnish huge profits for a few. Some of the existing lines of steamships, under American registry, we are told, have made immense sums during the past few years; for instance it is reported the Luckenbach Steamship Co. made a net profit on its capital stock of 236.2 per cent for the year 1916 and 666.9 for 1917. The American-Hawaiian Steamship Co. paid a dividend of 200 per cent in 1916 and 405 per cent in 1917. The Dollar Steamship Line made a net profit on its capital stock in 1916 of 322.9 per cent. The Pacific Mail Steamship Co., during the year 1917, made a net profit of 82 per cent on its capital stock, and from 1915 to 1920 made a net profit of 365.3 per cent. The United Fruit Co. made a net income of \$94,147,500 from 1915 to 1920 on a capital stock of \$50,000,000.

The Steel Trust and Standard Oil Co. both operate large numbers of ships to transport their products and they would be entitled to the subsidies and other benefits under this bill now before Congress. With the magnitude of the profits credited to the existing steamship lines it does not appear as if they are so badly in need of help that everybody should be taxed to swell their dividends. The bill is totally bad in principle and would be vicious in its execution and should by all means be killed.

A MINE WORKER LEADER CLEARED OF THE CHARGE OF TREASON.

The coal barons of West Virginia, who dominate the government of that state, had a large number of the leaders of the United Mine Workers indicted on the trumped-up charge of treason, no doubt with the hope of railroading them to prison or death so that the men deprived of their leadership would succumb to their heartless exploitation.

The first of these cases came to trial at Charlestown recently, when William Blizzard was placed on trial for his life. However, with all the wealth of legal talent at the command of the prosecution, the case fell flat and Blizzard was promptly acquitted because there was no evidence to

substantiate the charge. In Logan and adjacent counties where these mines are located the coal operators are lords and masters of all they survey, they control all public officers, maintain a standing army of thugs and cutthroats, and no man's life is safe should they incur the displeasure of these over-lords.

These thugs are given the badge and authority of officers of the law and perform their notorious work of over-awing and brutally treating the people under the guise of public sanction.

It was admitted by some of these guards on the witness stand that they used an airplane to drop death dealing bombs in the midst of miners assembled on the hills and that they dropped gas bombs among the tents where the wives and children of the miners were living. It was also shown that Blizzard used all his influence and efforts to prevent a clash between the miners and this brutal army of thugs, still those responsible for their existence—the coal operators, had the effrontery and influence to have him indicted and tried for the serious crime of treason. The mining regions of that state are evidently badly in need of a house-cleaning, anarchy and despotism seems to be in full sway there.

ACCIDENTAL DEATH OF BRO. EDWARD BUTLER, PRESIDENT OF DISTRICT LODGE 35.

The officers at Headquarters were shocked to learn of the death of Bro. Edward P. Butler President and Business Representative of District Lodge 35 at Parsons, Kansas, on August 9th through the overturning of an automobile which he was driving. It was, we believe, a new machine which he was trying out preparatory to purchasing and in someway it became unmanageable and turned over with the sad result of his death.

Ed was a genial, wholesouled man, an able and efficient officer, well and favorably known to a large number of our members throughout the country and highly esteemed by all. In his death our Brotherhood loses an able and efficient officer, and his work and counsel will be greatly missed.

He is survived by his wife, Mrs. Marion Butler, who is International President of the Ladies' Auxiliary to our Brotherhood and other relatives. We join their legion of friends in extending to them sincere sympathy and condolence in their sad affliction. The funeral was held on the 11th and interment made in his home city. May he rest in peace!

DEATH OF BRO. GUY FORTUNE, VICE-PRESIDENT OF LODGE 83.

Bro. Guy Fortune, an old time member of Lodge 83, died early last month at St. Margarette's Hospital, Kansas City, Kansas, from the effects of a spinal disease. An operation was performed in an effort to save his life but it did not prove successful. Bro. Fortune was known to our members in various places in the west, having worked in many of them during the past several years, but returned to this city a couple of years ago. He is survived by a wife and several children. The Journal extends its sincere sympathy in their affliction. May he rest in peace.

A TURBINE LOCOMOTIVE INVENTED.

We are told that a turbine locomotive has been invented in Stockholm, Sweden, which promises to revolutionize the locomotive and greatly increase its efficiency. It is claimed that with one of these locomotives it

will be possible to run from New York City to Pittsburgh, Pa., without stopping for water or coal. Lubrication for the engines is to be force fed.

It is further claimed that it can be so economically operated that it will successfully compete with electric equipment. No details concerning this new locomotive is yet available, but we understand that plans are being made to introduce their use in the United States in the near future. Should it prove as successful as the claims made for it, the result will be to arrest the trend to electrification of equipment and give the steam locomotive another long lease of life.

THE SUPREME COURT GOES TO THE RESCUE OF THE GRAIN GAMBLERS.

In a recent decision of the United States Supreme Court the Tinch-Capper law was declared unconstitutional. This is a measure recently enacted by Congress to stop gambling in grain futures by taxing those engaged in this business so heavy that it would become unprofitable. We are told that the Chicago Board of Trade cleaned up \$43,000,000 on wheat alone last year.

Chief Justice Taft rendered the decision and the grounds given for it was that Congress cannot use its taxing power to destroy grain gambling, because it is an infringement of state rights. Just a short time previous Justice Taft rendered a decision against the North Dakota grain grading law, which sought to compel the grain dealers of that state to adopt an honest system of grading grain, in which he ruled the law unconstitutional because grain entered into interstate commerce, and states had no right to interfere with same.

To a laymen, it looks as if these two decisions are the reverse of each other. On the one hand a state cannot regulate honest grading of grain because it enters into commerce, and Congress may not tax grain gamblers because it interferes with state rights. Dishonest grain dealers and gamblers in grain both protected, while the farmers and consumers are left powerless to protect themselves against these pirates of commerce. On the face of it, it looks as if these decisions are going to seed, and that the people would get a squarer deal, if men of more common sense, even if less deft at juggling law were placed on the bench.

JUSTICE DEMANDS RECOGNITION OF MEXICAN GOVERNMENT.

The completion of negotiations for a loan to the Mexican government by Wall Street bankers recently has brought the question of official recognition of the present government of Mexico by the United States; the justice and wisdom of so doing is conceded on all sides, as the Obregon administration is a just, humane and progressive one and has made much progress in bringing renewed life, prosperity and happiness to the people of Mexico, and with recognition of their rights as a free and independent member of the family of nations much more progress would unquestionably be made. The only opposition to recognition comes from oil and mine concession hunters, who are using their influence to hold this matter up and force Mexico to surrender to them the oil and mineral wealth which nature has so lavishly bestowed upon that country.

It is a disgraceful condition however, for such exploiters to be able to exert enough influence with those in control of our nation for them to let its prestige and name be used for such vicious and dishonest purposes. Evidently the present government of Mexico is honestly striving to raise the standard of life among the masses and give them greater hopes of prosperity and happiness for the future. Large landed estates,

some of them covering as large an area as some of our states, are being divided into small tracts and turned over to families to settle upon and develop. These would-be exploiters are constantly trying to stage "revolutions" but without success. It is now time to call a halt upon these brutal tactics and do justice to our neighbors on the south of us, by recognizing their government.

ALL OF OUR MEMBERS SHOULD READ LABOR.

We are taking the liberty of again directing the attention of our readers to the important work being done by LABOR, the Washington weekly newspaper of the organized railway workers of America, and the necessity for giving it the widest possible distribution.

Almost invariably, when there is under discussion any proposition that interests the working people but which must have for its success the favorable attention of the general public, somebody rises to remark that the idea is all right, but that it won't work because the papers will oppose or ignore it.

The failure or refusal of a vast majority of American newspapers to give labor a fair share in the treatment of the day's news has been justly considered the great obstacle to the success of forward movements and the influence of this hostility upon the morale of the workers themselves is very marked.

If the workers of this nation were assured in advance of united newspaper support they could be stimulated and encouraged to undertake any work that promised relief from existing oppressive and burdensome conditions.

Since they cannot be assured of this support, but are certain to encounter opposition at every turn, they have many times lost heart at beginning of a struggle and have not accomplished anything of an effective nature because they considered their case foredoomed to failure.

It seems to the editor of this Journal that this is a fair analysis of the average workers' outlook on his own problems. It is the editor's justification for again bringing to the attention of his readers a question which he considers of tremendous importance, particularly at this time, when it becomes plain that the working people must undertake a constructive program of political action if they are not prepared to lose every right hitherto enjoyed by them.

Today we are on the threshold of a momentous political struggle. It may, conceivably, determine the future course of this nation.

Workers are being stirred to political consciousness by the repeated assaults made upon them by the legislature of the executive and courts. To a greater extent than ever before they are looking to the ballot box for the redressing of their wrongs.

With fair publicity they can be welded into a mighty force moving in one direction, and that publicity must be supplied if there is to be effective political action.

It was in recognition of this need that the editorial committee of LABOR has made special inducements for the extensive distribution of the paper during the campaign.

The management will send LABOR to any address in the United States for 14 weeks for 25 cents. That is less than the cost of publishing these 14 issues, but the object of the offer is to get an informed public opinion and not to make profits.

Every reader of this Journal who is not a reader of LABOR should send in a subscription at once.

Then he should make it his particular business to bring this offer to the attention of his associates and induce them to subscribe.

He should also bring the matter to the attention of his lodge and urge it to take fullest advantage of this extraordinary proposition.

Lodges, where possible, should subscribe for their entire membership.

They should then appoint committees to "Spread the Gospel" among other groups of the public, getting clergymen, lawyers, business men and others interested in this cause.

In short, they should do everything in their power to secure for labor the publicity which the commercial press is withholding.

There is nothing gained by lamenting the hostility of the press. That is a fact.

The thing that can and should be done is to overcome that disadvantage by giving our own publications the greatest opportunity to create an informed opinion and by placing LABOR in the hands of every worker it is possible to effect a complete transformation of movement in the next few years. The thing should be done. The reward will more than justify the effort.

QUOTATIONS.

He that gives good advice builds with one hand; he that gives good counsel and example builds with the other; but he that gives good admonition and bad example builds with one hand and pulls down with the other.—Bacon.

A weapon that comes down as still as snowflakes fall upon the sod, but executes a freeman's will, as lightning does the will of God; and from its force, nor doors nor locks can shield you—tis the ballot-box.—J. Pierpont.

Enough of good there is in the lowest estate to sweeten life; enough of evil in the highest to check presumption; enough there is of both in all estates, to bind us in compassionate brotherhood, to teach us impressively that we are of one dying and one immortal family.—Henry Giles.

When moral courage is in the right, there is no personal daring of which it is incapable.—Leigh Hunt.

True courage has so little to do with anger, that there is always the strongest suspicion against it where this passion is highest. The true courage is the cool and calm. The bravest of men have the least of the brutal bullying insolence, and in the very time of danger are found the most serene, pleasant, and free.—Shaftesbury.

Courtesy is a science of the highest importance. It is like grace and beauty in the body, which charms at first sight, and leads on to further intimacy and friendship, opening a door that we may desire instruction from the example of others and at the same time enabling us to benefit them by our example, if there be anything in our character worthy of imitation.—Montaigne.

The prosperity of a country depends, not on the abundance of its revenues, nor on the strength of its fortifications, nor on the beauty of its public buildings, but it consists in the number of its cultivated citizens, in its men of education, enlightenment and character.—Luther.

There is something solid and doughty in the man that can rise from defeat, the stuff of which victories are made in due time, when we are able to choose our position better and the sun is at our back.—Lowell.

Life is a system of relations rather than a positive and independent existence; and he who would be happy himself and make others happy must carefully preserve these relations. He cannot stand apart in surly and haughty egotism; let him learn that he is as much dependent on others as others are on him.—G. A. Sala.

Democracy will itself accomplish the salutary universal change from delusive to real, and make a new blessed world of us by and by.—Carlyle.

Let us reckon upon the future. A time will come when the science of destruction shall bend before the arts of peace; when the genius which multiplies our power which creates new products—which diffuse comfort and happiness among the great mass of the people—shall occupy in the general estimation of mankind that rank which reason and common sense now assign to it.—Arago: Eloge on James Watt.

STRIKES NOW IN FORCE.

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)
 Rochester Tank & Boiler Works, Rochester, N. Y. (Unfair.)
 Billberg Boiler Works, Houston, Texas. (Strike on.)
 Fellps Oil Works, Franklin, Pa. (Unfair.)
 The Lucey Mfg. Co., Chattanooga, Tenn. (Strike on.)
 Morse Bros. Mach. & Supply Co., Denver, Colo. (Unfair.)
 Cramps Ship Yard, Philadelphia, Pa. (Strike on.)
 Ajax Boiler Works, Denver, Colo. (Unfair.)
 S. F. Bowers & Co., Inc., Fort Wayne, Ind. (Unfair.)
 Provo Foundry and Mach. Co., Portland, Me. (Strike.)
 Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)
 Riter-Conley Co., at Paragon Oil Co., Toledo, O. (Strike on.)
 Mathilson Alkali Works, Saltville, Va. (Strike on.)
 Lebanon Boiler Works, Lebanon, Pa. (Unfair.)
 McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)
 Dominion Shipbuilding Yard, Toronto, Ont., Can. (Strike on) on work being done by the Collingwood Shipbuilding Co., for the Dominion Government.

Atlanta, Birmingham & Atlantic R. R. (Federated strike on.)
 Missouri & North Arkansas Ry. (Federated strike on.)
 Minneapolis Threshing Machine Co., Hopkins, Minnesota. (Strike on.)
 Coston Refining Co., Tulsa, Okla. (Lock out.)
 Higgins Bros., Bayonne, N. J. (Unfair.)
 Petroleum Iron Works, Port of New York. (Unfair.)
 Wm. P. Copping Contract Ship & Tank Works, New Orleans, La. (Unfair.)
 Vulcan Iron Works, Wilkes Barre, Pa. (Strike on.)
 Wilmington Iron Works, Wilmington, N. C. (Unfair.)
 Wilson Bros., Hoboken, N. J. (Unfair.)
 Salt Lake Boiler & Sheet Iron Works, Salt Lake City, Utah. (Unfair.)
 J. D. Cousins Boiler Works, Buffalo, N. Y. (Unfair.)
 Lake Erie Boiler Works, Buffalo, N. Y. (Unfair.)
 W. K. Henderson Machine, Foundry & Boiler Works, Shreveport, La. (Unfair.)
 Petroleum Iron Works (Unfair to our members Port of New York.)

Official

RESULT OF REFERENDUM VOTE ON PROPOSITION SUBMITTED BY LODGE No. 428.

We are herewith submitting the referendum vote taken on the resolution proposed by Lodge No. 428, to amend Art. 7, Sec. 5, Subordinate Lodge Constitution, and inas-

much as the referendum vote did not receive the constitutional vote, of fifty per cent of the members, in good standing, as prescribed by Art. 10, Sec. 3, Grand Lodge Constitution, the amendment failed of adoption. Fraternally yours, Joe Flynn, Int. Secy.-Treas.; Wm. Atkinson, Asst. Pres.; J. B. Casey, Editor-Manager of Journal.

Referendum Vote on Proposition Submitted By Lodge No. 428. Lodges Voting.

L. No.	Yes	No	Total	L. No.	Yes	No	Total	L. No.	Yes	No	Total
3	109	9	118	154	16	2	18	317	33	1	34
6	44	1	45	155	115	10	125	318	34	..	34
7	42	6	48	156	12	..	12	319	40	2	42
8	53	2	55	157	24	..	24	321	15	..	15
10	23	..	23	159	27	..	27	322	61	2	63
14	6	..	6	161	113	3	116	328	18	4	22
15	45	3	48	163	44	..	44	333	29	..	29
16	27	..	27	164	7	22	29	344	15	..	15
19	27	2	29	165	25	1	26	344	32	..	32
20	44	..	44	169	13	..	13	345	28	30	58
21	34	1	35	170	70	..	70	348	91	11	102
22	78	..	78	171	40	..	40	349	10	..	10
26	27	..	27	173	31	1	32	350	30	..	30
29	54	3	57	178	16	..	16	356	8	..	8
30	12	..	12	182	20	..	20	360	102	1	103
31	28	..	28	184	117	..	117	361	36	1	37
34	38	1	39	187	10	..	10	365	16	..	16
37	11	20	32	189	22	..	22	366	33	..	33
41	9	..	9	190	15	..	15	369	31	..	31
42	19	..	19	192	15	..	15	371	9	22	31
47	20	..	20	194	51	2	53	376	18	..	18
48	22	..	22	196	26	..	26	384	25	..	25
50	18	..	18	198	21	..	21	390	23	1	24
51	50	..	50	199	26	..	26	391	34	..	34
52	14	..	14	201	57	..	57	394	27	..	27
53	20	..	20	203	79	1	80	401	30	2	32
55	8	..	8	207	22	..	22	402	69	..	69
58	30	..	30	209	10	..	10	404	22	1	23
62	27	..	27	210	43	16	43	409	40	..	40
64	25	..	25	212	44	..	44	415	9	..	9
66	103	5	108	215	7	..	7	416	67	..	67
73	53	..	53	217	34	1	35	418	10	..	10
74	32	..	32	221	57	1	58	419	56	..	56
76	37	..	37	223	28	..	28	420	14	5	19
77	27	1	28	224	56	4	60	422	19	1	20
81	39	..	39	226	96	..	96	423	34	7	41
82	15	..	15	229	59	..	59	425	33	..	33
83	24	4	28	232	52	1	53	427	15	..	15
84	73	5	78	233	18	2	20	428	16	2	18
90	24	..	24	235	26	..	26	433	8	..	8
92	33	2	35	236	18	2	20	434	13	..	13
95	25	..	25	237	14	..	14	437	35	..	35
96	53	..	53	240	13	..	13	442	59	..	59
97	34	2	36	244	47	2	49	443	10	..	10
98	11	..	11	247	102	1	103	447	65	3	68
100	52	7	59	248	22	..	22	450	21	..	21
104	43	5	48	250	97	4	101	459	15	..	15
106	9	..	9	255	33	1	34	461	16	..	16
107	27	1	28	260	31	..	31	462	51	..	51
111	28	3	31	266	62	2	64	463	34	..	34
112	15	..	15	268	20	..	20	465	19	..	19
113	50	17	67	269	11	..	11	470	24	..	24
117	68	3	71	270	11	..	11	475	18	..	18
118	25	..	25	276	41	..	41	477	35	..	35
119	74	6	80	281	45	..	45	478	34	..	34
121	32	..	32	285	10	..	10	485	71	..	71
122	13	..	13	286	35	..	35	486	35	..	35
123	106	1	107	288	28	..	28	488	50	10	60
126	76	..	76	290	19	..	19	499	62	1	63
128	6	2	8	291	24	..	24	500	47	..	47
132	7	..	7	292	51	5	56	505	7	1	8
135	26	..	26	293	41	..	41	507	13	..	13
137	25	2	27	294	40	..	40	510	93	1	94
139	24	..	24	297	82	..	82	518	16	..	16
141	77	1	78	299	23	2	25	521	30	2	32
143	14	..	14	304	4	..	4	522	26	..	26
145	25	..	25	305	25	..	25	523	8	8	16
148	24	..	24	311	30	2	32	524	23	1	24
149	23	7	30	312	7	..	7	528	12	..	12
								531	15	..	15

L. No.	Yes	No	Total	L. No.	Yes	No	Total	L. No.	Yes	No	Total
532	12	..	12	603	14	..	14	684	10	..	10
537	42	1	43	606	17	..	17	687	8	6	14
543	21	1	22	610	14	..	14	689	38	..	38
547	49	..	49	611	9	2	11	690	12	..	12
549	19	..	19	615	20	3	23	693	18	..	18
552	48	..	48	617	9	..	9	697	26	..	26
553	25	..	25	618	24	..	24	702	30	..	30
555	19	..	19	620	9	1	10	708	19	..	19
556	37	2	39	623	50	1	51	709	38	2	40
557	26	..	26	625	15	2	17	710	6	..	6
564	11	..	11	626	10	16	26	713	21	..	21
565	10	..	10	627	10	..	10	714	38	..	38
566	24	..	24	628	17	..	17	716	10	..	10
567	11	..	11	637	44	..	44	718	16	..	16
568	47	1	48	643	17	1	18	719	48	1	49
572	28	..	28	648	9	1	10	720	20	..	20
575	23	..	23	649	13	3	16	726	7	..	7
576	35	..	35	657	13	..	13	727	13	..	13
584	15	..	15	659	21	..	21	729	91	..	91
590	37	..	37	660	22	..	22	730	17	..	17
591	20	..	20	662	11	..	11	736	22	1	23
594	11	..	11	663	34	1	35	739	17	..	17
595	60	..	60	669	37	2	39	742	13	..	13
597	20	..	20	670	13	..	13	743	32	2	34
598	1	44	45	671	15	..	15	746	10	..	10
599	10	1	11	672	6	1	7	749	19	..	19
600	26	..	26	676	8	..	8				
602	23	..	23	678	11	..	11				
					9	..	9				
									9009	426	9435

International Officers' and Organizers' Reports

REPORT OF ASSISTANT PRESIDENT ATKINSON.

Kansas City, Kans., June 16, 1922.

The time has arrived, in my opinion, when the officers and members of the organizations affiliated with the Railway Employees' Department must refuse to accept unfair, unjust, and undefensible decisions of the United States Labor Board.

Decision No. 1036, (Docket 1300) to my mind is the most unfair, unjust and undefensible decision ever rendered by any tribunal, Government or otherwise. There should be no doubt left in the minds of our members as to what consideration they can expect in the future from the United States Labor Board.

It is very evident to me that the dollar sign goes before human wants.

Every important decision affecting the members of the organizations affiliated with the Railway Employees' Department, with the exception of Decision No. 2, has either reduced the pay of the members or taken away working conditions which the members have been enjoying on many of the railroads in the United States for the past twenty-five or thirty years.

The Transportation Act of 1920 was approved and submitted to Congress by Railroad Officials. While this bill was pending before Congress the International officers of the Standard Railroad Organizations done everything that was possible to prevent the passage of this unjust legislation. The officers went so far as to make appeal to President Wilson requesting him to exercise the authority vested in him and veto this bill. In view of the fact that the Transportation Act of 1920 was approved

and indorsed by the chief executives of the railroads of the United States, the records show that more than 100 railroads have refused to abide or accept decisions of the United States Labor Board. If the railroads are permitted to violate the Transportation Act of 1920, then the officers and members of the organizations affiliated with the Railway Employees' Department reserve the same right.

Since the issuance of the famous decision No. 1036, (Docket 1300), the Executive Council of the Railway Employees' Department has submitted three important propositions to the membership of the organizations affiliated with the Railway Employees' Department to be voted upon.

I trust each and every member of our Organization, whether working, laying off, or furloughed, who expects to return to work in accordance with his seniority rights, will vote one way or the other upon these three propositions which have been submitted by the Executive Council of the Railway Employees' Department. I have no hesitancy in saying our Executive Council will comply with the desires and wishes of our membership when the provisions of the Constitution, which has been adopted to govern the members of our Brotherhood, has been complied with. I trust if it becomes necessary for the Executive Council of the Railway Employees' Department to order a suspension of work upon all of the railroads in the United States in order to protect the interests of the members of the affiliated organizations, each and every member of our Organization will stand

shoulder to shoulder as all loyal true union men should do.

Brothers, remember, if it becomes necessary for the Executive Councils of the Organizations affiliated with the Railway Employees' Department to order a suspension of work in order to maintain American standards of living, each and every member of our Brotherhood will be called upon to do his full duty, and I trust it cannot be said that there were any slackers among the members of our Organization. Remember, if the railroads are successful in forcing the membership to accept this unjust and unreasonable reduction in pay, it will mean the lowering of the standard of living. It will also mean that you cannot earn money

enough to support your families or educate your children properly.

Prior to the issuance of Decision No. 1036, United States statistics showed, after a careful survey of nineteen of the larger cities in the United States, it was found that the cost of living had been increased approximately two per cent in the past few months.

Trusting that each and every member of our Brotherhood, who will be involved in the event a strike is called on the railroads in the United States, will remember his obligations and do his full duty, will close with very best wishes and kindest regards. Yours fraternally, Wm. Atkinson, Assistant International President.

REPORT OF INTERNATIONAL VICE-PRESIDENT NOLAN.

The following is a report for the Official Journal of the International Brotherhood of lodges visited and other matters pertaining to the Organization during the month of May, 1922.

May the 15th attended a regular meeting of lodge 170 Richmond, Va. Meeting was an interesting one with a large attendance present representing all railroad shops at Richmond and vicinity. The regular meeting above referred to, at which the writer was present and by instruction of the International President on a matter that came before the Council at special meeting held in Chicago, Ill., last April, which required a majority vote of lodge to settle in accordance with International Lodge Constitution, orders were carried out and a report on action of lodge was mailed to the International President's office.

And in connection with meeting referred to was pleased to have an opportunity of attending a regular meeting of lodge 170, as well as meeting many of the old time members whom I have known for several years and always active in the interest of the local situation at Richmond, Va., as well as the State and general labor movement when necessary. As the organized conditions of the Boilermakers and Helpers under the jurisdiction of the Richmond lodge justifies the above statement, and further the members are entitled to feel somewhat proud of it, as many years of experience has impressed on their membership the absolute necessity of strict co-operation at all times which means success to the shop crafts on the American Railways. May unity and cooperation be the slogan of the future, not only in lodge 170, but every local lodge of the International Brotherhood, so as to prevent a policy now carried on by some Railroad Executives that represents everything foreign to American ideals and justice.

May 20th, was present at a regular meeting of lodge 526, whose members are employed at the shops of the American Locomotive Company, Richmond, Va., and many interesting facts were threshed out at that

meeting which I am not in a position to report at this time but may have an opportunity some time later on, in another report. There was also present on that occasion Brothers Britt and Carlisle of lodge 170, and under the head of the good and welfare of the order Brother Carlisle made a very able address on real practical trades unionism, and deplored the fact that the union men and women don't study the present economic situation they are now up against in order to be in a position to cope with a system of Nation wide propaganda on the part of the Organizer Manufacturers and others to undermine, if possible, American ideals and all that it stands for, and in concluding his address urged all members present to line up stronger and stronger in order to be prepared to meet the issue when necessary, so as to protect their future interests as real American wage earners should. Brother Carlisle's talk was sure appreciated by all present and was requested to visit lodge 526 when convenient.

On May 22nd, by instructions from the International President visited Rocky-Mount, N. C. and for the purpose of attending a meeting of lodge 239. Meeting was well attended by both officers and members. When President Bolton called the meeting to order, many interesting matters came up for consideration, both local and International, and with a cooperative feeling on the part of the members present to maintain the old time prestige of lodge 239.

My next visit was to Newport News, Va. Was present at a meeting of the trades and labor council on May 26th, and among other matters discussed at a meeting by the delegates, was the re-organization of the ship yard workers employed at the Newport News Shipbuilding and Dry-Dock Company, and realizing there was an opportunity to do so the local trades council appealed to their respective internationals through the Metal Trades Department to assign Representatives to Newport News in order to line up the delinquents and non-union ship yard workers if possible to do so.

The Boilermakers, Shipbuilders and Help-

ers, as well as the Machinists' delegates to the local trades council, are very active in an effort to organize the unorganized workers in the ship yard, and for that reason has appealed to their Internationals through the Metal Trades Department to assign organizers to the ship yard city.

I regret very much in failing to mention in my last report that in returning from the Railway Employes convention at Chicago, Ill., I visited Hagerstown, Maryland, and had the pleasure of attending a meeting of lodge 578, as well as meeting many of the old tried and true old time members who are always on the job when necessary in defense of the membership of the International Brotherhood on the Western Maryland Railway or any other Railway where our members are involved in a struggle for a square deal.

Also while at Hagerstown, attended a federated meeting of the crafts on strike, and I noticed the same federated co-operation then, as it was in the past and without a break in the link that has bound all crafts together since the federation was organized several years ago on the Western Maryland Railroad, and on strike since March 25th without a single desertion from the ranks of the strikers, and still fighting shoulder to shoulder with unbroken ranks against rotten policy on the part of the company in farming out the shops to a dummy corporation, and in the hope of undermining the morale of the shop crafts, and if possible, destroy the possibility of organization on that system of Railroad, but in my opinion the Western Maryland Railway has another think coming as the federated crafts on the Western Maryland Railroad are a bunch of

live wires and fighters when the question of justice is the issue, and now on strike and there to stay until victory is assured, by Nolte, Carroll, Davis and other Officers in charge.

In concluding this report I notice in the newspapers that the U. S. Labor Board is running true to form and has made another reduction in wage just because the managers of the Railroads are hollering their heads off in order to get another chance to pocket millions of the people's money, while no attention whatever is paid to the present cost of living and upon which the present scale of wage was granted to the Railway shop crafts, and if any reduction in wage at this time is made by the U. S. Labor Board while living cost is not decreasing, it's dollars to doughnuts that a nation-wide strike will occur, while we all deplore a strike if it can be avoided, but under the present policy of some of the Executives of the Railroads and a majority of the U. S. Labor Board with them on almost every occasion to harpoon the shop crafts, and for that reason it may be possible and more than probable that a walk-out may occur as the shop crafts have been more than patient and has about reached the limit of endurance with the U. S. Labor Board and many of the Executives of the Railroads who are forcing conditions so rotten on the Railway shop crafts that a show down can't hardly be avoided unless the Railroads back away and play fair in the future, as slavery has been abolished and will never again be permitted to show its head at least in the Railroad service on American Railways. Hoping for future success, I am fraternally yours,

THOS. NOLAN; I. V. P.

REPORT OF INTERNATIONAL VICE-PRESIDENT JOHN COOTS.

Since my last report, from April 1st to 6th, I was at New Orleans assisting committee from the Metal Trades Council in getting the firms who are not members of the Metal Trades Association to sign the agreement now in effect between the council and the association. In our visits to the various shops we were successful in getting quite a number of them to sign. As it is essential that this work be done in order to have a uniform agreement in all shops, the committee will continue with it until all shops are signed up.

April 9th to 27th, inclusive, I was in Chicago attending the convention of the Railway Department and the special session of the executive council, at which many matters of vital importance to our membership were disposed of. April 28th, at St. Louis, where I met with committee from Lodge 27 and a committee from the shop owners, who have an agreement with our organization. After a lengthy discussion, in which we were unable to come to an understanding, the meeting adjourned to meet later. April 29th I attended a special meet-

ing of Lodge 27, where the Agreement Committee reported as to the result of the conference held on the 28th inst. At this meeting the committee was instructed to negotiate further and endeavor to renew the present agreement. While in St. Louis I took up several matters of jurisdiction between our organization and the Iron Workers with their International Secretary, who promised to adjust same. May 6th to 20th I was at New Orleans attending the meeting of System Federation No. 99 I. C. R. R., which convened on the 8th and adjourned on the 11th. All the old officers were re-elected and the meeting as a whole was a success and a credit to those in attendance. As I had been assigned to accompany General Chairman Jones over the eastern end of the Southern Pacific R. R., and having had to await his arrival, he being delayed on account of having to undergo an operation, I attended the regular meeting of Lodge 37 and accompanied the business agent to the tank job that is being erected by the Coppins Iron Works. This job has been declared unfair, because this firm instituted

piece-work, which is contrary to the agreement in existence in New Orleans. Lodge 37 is making a strong fight against this firm, but I am sorry to say that a few unworthy members who thought more of the mighty dollar than they did of their manly principles saw fit to scab on this job. Shame on such men who allow themselves to be used as a tool to destroy the conditions of their fellow men. On May 17th I attended the regular meeting of Lodge 442, which is composed of all railroad men employed in and around New Orleans. This lodge is in fine shape, owing to the untiring efforts of such old-timers as Brothers Shea, McCabe and all the officers, who are always on the job. Upon the arrival of Brother Jones we arranged for and held a meeting of the Local Federation of Southern Pacific members at Algiers on the 19th inst., at which there was a good attendance, all of whom were interested in the proceedings. May 21st and 22nd I was at Beaumont, where I shipped to

headquarters the effects of District 50, lately disbanded by vote of the lodges composing it. Up to this writing we have visited and held meetings at Algiers, Houston, Ennis, Yoakum, San Antonio, and will complete the work with an open meeting at El Paso on the 9th, at which we hope to convince those who are not members of our organization that they are wrong and bring them within the fold where they belong. While waiting for meetings at San Antonio and El Paso Chairman Jones visited and is visiting the various isolated points in and around both places. As a whole, with the exception of El Paso, I have found a splendid state of organization on the Atlantic System of the Southern Pacific R. R., which I hope will be maintained, and I also trust that when we leave El Paso that the same state of organization will exist there.

Fraternally yours,

JOHN COOTS,
International Vice-President.

Correspondence

DISTRICT LODGE 31 HOLDS ANNUAL CONVENTION.

Newark, Ohio, June 12, 1922.

Dear Sir and Brother:

The following for publication if you can find room:

District Lodge No. 31, comprising the B. & O. & Subsidiary lines, held their Fifth Annual Convention in Cincinnati, Ohio, June 2nd and 3rd, with 28 accredited delegates in attendance.

Brother M. A. Maher, International Vice-President, was there representing the Grand Lodge and ably assisted us in our deliberations, and the convention was opened by an address by him, dealing mainly with the serious situation confronting the Railroad workers of today, and pointing out the urgent necessity of all Railroad members voting their sentiments on the questions submitted to them by ballots on the important matters affecting their welfare.

Reports from the various officers developed the fact that this road needed an organizing campaign, because of several members becoming delinquent during the furlough in effect for the past 18 months, and at this time Brother Maher is out on the line of the road with our General Chairman for the above purpose.

Several matters of importance were discussed and constructive measures adopted.

Under the election of Officers, Brother E. M. Gerrity, Chicago, Ill., defeated Brother Ungruhn for the position of President and General Chairman. Brother Ungruhn has held this office for the past 3 years and deserves due credit for the good work performed while in this position, but several

of the delegates thought there should be a change and I trust that their thoughts did not run along the same lines as did so many in the last presidential election who wanted a change and they sure got it, but I have high hopes that this change will be for the betterment of our organization and all concerned.

Brother P. D. Harvey, Cumberland, Md., was elected Vice-President, while this is the first office brother Harvey has been elected to on this District, he has been quite active in the labor movement in and around his home town, and feel that this was another good selection.

Your humble servant was re-elected by acclamation, never-the-less I feel honored by this vote of confidence as expressed by the entire delegation and hope that my services in the future will be approved by all.

Several visitors were in attendance at this convention, among them being Brother Wm. J. McGee, President System Federation No. 30, (of course he is a Boilermaker, and we are proud of the fact) he has since been re-elected to his above office; Brother J. R. Beck, President Lodge No. 332 and Brother J. B. McConnell, Fin. Secy., Lodge No. 99.

Brother Maher installed the Officers for the ensuing year, after which we adjourned.

I also attended the convention of System Federation No. 30 the following week and several important matters were disposed of; there was a big argument on the by-laws relative to the handling of grievances, the Machinists not wanting to be denied the right to handle all their grievances, which I did not think should be done not only to them but no other craft should be denied

that right, and at this time the Machinists are protesting that section of the laws.

While conditions on this Railroad are somewhat better than on other lines in this territory it looks as though we will have to resort to our last card, and I sincerely hope that the membership of Railroad organizations will express their sentiments with such vigor that there will be no room for doubts as to their intentions; if we can get out a 100 per cent vote, whether it be to strike or to swallow this dirty pill, then the Officers of our organizations; Railway Executives; Labor Board or the Public, won't have to guess what the rest of us that don't vote are intending to do.

With the best of wishes to all, I am,

Faternally yours,

E. J. MILLER,

Sec'y-Treas. District Lodge No. 31.

Rock Island, Ill.

Dear Sir and Brother:

Answering your letter of recent date asking for new mailing lists, I will say that I am one of those secretaries who keep you posted each month on changes of address, and our list is in good shape now. I will ask you to discontinue the address of Brother Geo. Donlan, who has taken a withdrawal card.

I am sending you, under separate cover, within the next few days, a snapshot of a memorial stone laid in the office yard at our shops and dedicated to the heroes of Silvia shops who died in the late war.

This was donated by popular subscription among the employers, and the idea originated in the boiler shop, of course.

We had a very elaborate program on Decoration Day, with our superintendent as master of ceremonies. Speeches by him and Boiler Shop Assistant Foreman Green, followed by a stirring address by Thomas Straw, while the specially invited relatives of the heroes listened, made the occasion one not soon forgotten, and to make it more impressive, we secured a firing squad from the Government arsenal, through the courtesy of Major King. We also had Brother Roach present to blow taps, and the unveiling was taken care of by three shopmen in their uniforms—a marine, a sailor and a soldier.

I want to ask you, Brother Casey, to make a cut of the snapshot and make up a fine article from the facts I have given and publish in the Journal. The affair was handled by the Local Federation and has caused a great deal of favorable comment in the Tri-Cities.

With kindest regards, I beg to remain,

Yours fraternally,

MAT J. ANDREWS,

B. A. & C. S. No. 377.

Minneapolis, Minn., May 27, 1922.

Dear Sir and Brother:

Please publish in the next issue of the Journal the following:

On May 16th a party of boilermakers and helpers from the N. P. roundhouse at Minneapolis went fishing at Fish Lake. Brothers Gordon Perry, Rudolph Hans and one other brother were in one boat, and as they were near the shore after they had finished fishing, Brother Hans pitched forward, unconscious, out of the boat before any of the party realized what had happened, the whole party worked until dark trying to locate the body, but were unable to do so. They then drove to Minneapolis and notified the family as well as the police, who sent officers to drag for the body, but it was not located until Thursday about noon. The funeral was held from his old home at 1929 Grand St. N. E. at 8:30 a. m. Saturday.

Brother Hans has been a member of Lodge No. 11 since May 16, 1919, he was 30 years old, and been married for six years, and leaves a widow and three small children, one 5 years, one 2 years and one 9 months old.

We, the members of Lodge No. 11, extend to his wife and family our heart-felt sympathy in this their hour of bereavement and pray that the Almighty God may comfort and console them, that they may bear this trial with fortitude, and that their sorrow will be softened to a brighter and better world, where sorrow is unknown.

Faternally yours,

A. W. DUSTIN,

Cor. Sec'y, Lodge No. 11

East Boston, Mass.

Dear Sir and Brother:

It was with much regret that the members of Lodge 585 heard of the temporary retirement on account of illness from his sphere of activity in our organization of our worthy Vice President, Brother John J. Dowd, and the writer in common with thousands of friends of Brother Dowd's all over the United States and Canada trusts that he will soon recover his health and that he may continue for many years to come to be one of the most vital forces in the work of our organization in propagating the principles of true trade unionism, and in striving to obtain for the wage earners of our craft, the intellectual and material benefits which the influence and strength of unity insures.

In confirmation of the opinion of Ast. Int. President Bro. Wm. Atkins, that the Grand Lodge was desirous of helping out Lodge 585 in its drive for new members, the writer has been informed that our esteemed Int. President, Bro. Joseph A. Franklin has so much confidence in the ability, resourcefulness and integrity of our former Int. Organizer Bro. George J. McWilliams, that he has requested Bro. McWilliams to represent the Int. Brotherhood in this district while Bro. Dowd is in a leave of absence. Bro. McWilliams, who is at all times ready and willing to do his utmost for the benefit of the rank and file has accepted the task allotted to him by the Int. President and intends

whenever the opportunity presents itself to visit Boston and other cities and towns in New England, to boom our organization and with all the vigor of his persuasive logic to curb the growing power of capitalistic autocracy in our line of business.

The open shop propaganda with its accompanying adjunct of periodic wage cuts and attempts to increase the hours of labor is very likely to retard the progress of the growth of our organization and it needs men of courage to rally the slackers and to present a solid phalanx to the opposition whereby needed benefits may be acquired. We have such men as leaders in our organization and if the men who are working at the business will but harken to their counsels they will have no cause to regret their action because if they honestly study the questions of labor and capital, they must admit that the success of organized labor is of as much consequence to their success in life, as the confederation of the thirteen original colonies, was for the establishment and perpetuation of the republic in which they live, for it depends largely on the influence of organized labor to apply suitable remedies to those incipient maladies that threaten with the accumulation of vast fortunes, acquired by unfeeling captains of industry to undermine as in the days of the decline of the once invincible Roman Empire, the "family," the chief prop of the stability and endurance of the nation. Fraternally, Daniel B. McInness, C. S. L. 585.

Philadelphia, Pa.

Dear Sir and Brother:

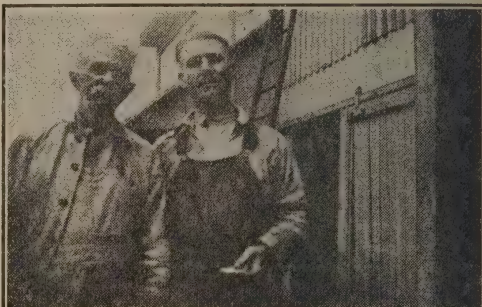
Will you kindly print the following in the next issue of the journal. Bro. Patrick J. Eaton died on May 11th, he was one of the best boilermakers we had in this vicinity, always remained steadfast to the union principles, a good shopmate to all. These late years he was employed at the Lardness Point Pumping Station, this is the largest station in Philadelphia. There are several of this craft working there and too much cannot be said of them in the time of death. They showed their brotherly principles and collected a considerable amount of money, also sent a fine floral piece, the balance of the money was given to the widow. It gives me great satisfaction to write the few lines because it shows the old timers in the movement are sticking together, always willing to help one another. Yours fraternally. Com. Bernard Martin, Thos. Carrigan, Peter Gillespie, Jas. H. Winters, R. S., L. 341.

Whistler, Ala.

Dear Sir and Brother:

Just a few lines, would thank you very much if you could put photo of members of Local No. 511 in next journal as I am enclosing one of Bro. B. R. Gaston, who has been working at the trade 53 years and who celebrated his 78th birthday last month.

The boys made him a nice present which they always do as they always have a good word to exchange with Bro. Gaston. He has been in employ of M. & O. R. R. Co. for 53 years and is always on the job, pays his



Snapshot Groups of Members of Lodge 511, Whistler, Ala. Top Group on Left is Bro. R. B. Gaston and on Right Bro. T. L. Crabtree, Secy.

dues regular and takes an active part in the affairs of the organization. We are just a small bunch of men down here, but we still like to make a fuss and we are ready to go down the limit if they persist in taking away our meal ticket, which the U. S. Labor Board is doing by degrees. Business is picking up some in this section, but plenty room for improvement. Yours fraternally, T. L. Crabtree, S., L. 511.

Baltimore, Md.

Dear Sir and Brother:

For the first time since I have been a member of this good old organization I am going to attempt to write an article for our

journal inspired by some of the articles in the June issue.

I read with much satisfaction and interest Mr. O'Connor's speech in Congress, would to God we had more like him, and that is just what I want to write about. It has been proven from time to time that the toiling masses in this land of ours can do great things when they put their minds to it, and in my estimation now is the time to do it. I might say here that in our state and city, we have organized a committee of all labor organizations including the four big R. R. Brotherhoods and for want of a better name we call it The Conference Committee of Bona fide Labor Organization, the purpose primarily of this organization is concerted political action. Every organization in the state is represented, and we hope to make ourselves felt this fall. If any one wanted more evidence of the truth of Mr. O'Connor's remarks all he or she has to do is to come to Baltimore, where they will find first class mechanics walking the streets in great numbers, but again quoting the Hon. Mr. O'Connor, we may have our backs to the wall, (We are neither down nor out). We also believe that God helps those who help themselves and we mean to help ourselves this fall, and by sticking to our organization and using our right of suffrage in the proper manner at least put the reins of government in our own state where they belong and where they should never have left the whole people.

Might I just say a word Mr. Editor on your article Borah vs. Hoover on Russia. First I want to say that I hold no brief for Russia nor am I in favor of Soviet form of government for the U. S. A., but I do hold that it is presumptuous on the part of the U. S. to refuse to recognize Russia for this reason. Suppose England or Japan or any other Monarchistic or Imperialistic Government would refuse to recognize us because we were a Republic, I ask what would happen? I believe we cannot recognize them too quick. Fraternally, Frank P. Connolly, L. 193.

Covington, Ky.

Dear Sir and Brother:

A few months ago we read of an Unknown Soldier's interment in Arlington. Many notables were in attendance as the last rites were said over the almost flower hidden casket. Many newspaper writers in their reports of this solemn occasion paid tender homage to the dead hero. "He sleeps beneath the blue and starry skies of his native land that he loved so well," writes one.

It is not the purpose of any of those who engaged in that terrible struggle for the establishment of world wide Democracy to dim in the slightest degree the halo that our departed comrade wears; but we cannot help drawing the conclusion that his lot is far sweeter than that of the poor

maimed creatures who have returned to tell a story that they are making strangely brief.

Our English language admits of fine phrases that we love to hear; but somehow these flights of oratory do not ring quite true at this later reading of them. We understood from the lips of many war time speakers that the soldiers had gone across to make this world a better place to live in. Among the millions that are unable to obtain employment in a country so rich in natural resources as ours, are thousands of ex-service men. They are "sleeping" on park benches and along the river banks "beneath the blue and starry skies" in their native land that they fought for so well.

These are the men that fought in the trenches, slept in the rain, ate "Corn willie" while in the field and wormy slop while on the Transports. These are the men back in the land that they fought for unable to find a job to support, perhaps, a wife and family. We read of President Harding's appearing before the Senate advising that body not to grant a soldier bonus. We also read of Charles M. Schwab saying that were he a soldier of the World War and had returned uninjured, he would not touch a nickel of a bonus but would ask no higher reward than the thought of having served his beloved country. Mr. Schwab is a steel manufacturer and there is a story that some of us have heard connected with some defective armor plate that Mr. Schwab palmed off on "his government" this armor plate, like Schwab's oratory contained blow holes.

There is another touching account of Mr. Schwab's relations with a certain Shipping Board. The Shipping Board was unable to account for a few million dollars, we suppose Mr. Schwab's sturdy patriotism would not permit him to "touch a nickel" when "his government" needed it. Charley reserves only enough to keep him alive on this terrible earth infested with unpatriotic ex-soldiers who have the hardihood to desire something to satisfy the cravings of the stomach satiated with luscious food during the struggle for a better place to live in.

We are just now wondering what word Mr. Schwab wishes said over his bier. Perhaps the words of Philip Nolan's epitaph altered to read something like this:

"No man loved 'his country' more
Nor deserved less at her hands."

—A. S. Harbin.

Everett, Mass.

Dear Sir and Brother:

Kindly give the following in the next issue of your journal.

Just a word from Local 515 of Boston, a number of our brothers took a fishing trip down the harbor in the M. Murphy with Capt. Murphey. We had a very delightful trip and good fishing. Bro. Duncan McDonald got first prize of \$50.00 for the largest fish, Bro. Johnston second prize of

\$25.00 and Bro. Myles Burke third price of \$10.00. Bro. Archey had a poor day on account of sea sickness. A very severe storm came up with great force, but thanks to the good work of Capt. Murphey and also Engineer James Reagin, after bucking the storm for five hours we were landed safe at Charlestown with much cheering. Fraternally, John Cormier.

San Pedro, Calif.

Dear Sir and Brother:

Enclosed please find a short poem that is very appropriate, and would thank you to have same reproduced in the Journal.

The Secretary has been inspired, after looking over his list of delinquent members, to compose the following:

"How dear to our heart is the old silver dollar,

"When some kind old brother presents it to view:

The Liberty head without necktie or collar,
And all the strange things which to us seem so new.

"The wide spreading eagle, the arrow below it,

The stars and the words and the strange things they tell;

The coin of our fathers—we're glad that we knew it—

For some time or other, 'twill come in right well—

The spread eagle dollar, the old silver dollar,

We all love so well."

Sing this to the tune of the "Old Oaken Bucket."

Thanking you in advance for the favor asked, I am

Fraternally yours,
KIRKWOOD I. WALLACE,
Sec.-Treas., Lodge 285.

Covington, Ky.

Dear Sir and Brother:

Will you kindly publish the following in the next issue of the Journal. The officers and members of Lodge No. 348 wish to thank the following Lodges for their generous donations to our Bro. George Boyle, Reg. No. 414878.

Lodge No.		Lodge No.	
11	\$1.00	311	3.20
105	5.00	440	1.00
100	5.10	42	5.00
549	2.00	161	5.00
485	2.00	199	1.00
526	2.50	498	3.50
292	17.31	15	1.00
719	5.00	618	1.50
193	2.00	60	2.00
597	2.00	121	2.50
179	2.00	94	5.00
95	1.00	518	3.00
737	5.00	507	2.00
189	2.00	557	7.00
84	1.00	123	6.45
2749	2.00	47	2.00
286	1.00	139	1.00
285	1.00	458	2.00
248	1.00	376	1.00

Lodge No.		Lodge No.	
171	2.00	669	1.00
32	2.50	664	5.00
729	5.00	501	2.50
653	5.00	119	1.00
599	1.00	683	5.00
355	2.00	228	2.00
157	3.20	708	4.00
72	5.00	462	2.50
610	2.00	116	19.85
677	1.00	743	5.00
10	2.00	52	2.00
521	4.25	62	2.00
587	1.00	260	2.00
340	5.00	567	2.00
575	2.50	656	9.75
111	3.00	663	10.00
634	2.00	477	2.60
713	2.00	264	2.00
192	4.85	65	2.50
662	2.00		
463	2.00		
51	1.00		
		Total	\$258.06

Brother Boyle wishes to thank the above Lodges for their generosity in his and his dependent paralyzed father's behalf. With best wishes I beg to remain yours fraternally, R. H. Davis, C. F. S., L. 348.

Portsmouth, Va.

"The Marriage of Herculese Brinkley."

It was on a summer afternoon,
May 20, '22,

That Herculese and Emma
An awful thing did do.

They sailed away so happily
Upon matrimonial Sea,
But when again they dock their ship
Where will that Happiness be?

After their honeymoon so short
The prodigals at last return.
Alas, they've learned the lesson
That only some will learn.

And now in a home so cosy
Beside a glittering stream
They sit and see the castles
Of which they used to dream.

How different from dreams they tell us
But still they say again
They wouldn't change their cosy home
For some of the single men.

While nodding their wise, wise heads
They tell of some men they have seen
And some would better married be,
In Local 718.

—Margaret O. Roof.

The Bingville Board of Selectmen had held many sessions and finally formulated a set of auto laws that was the pride of the county. So the constable felt no worry when he stopped a motorist.

"Ye're pinched for violatin' the auto laws," he pronounced.

"Which one?" inquired the traveler.

"Durned if I know, but ye certainly hain't come all the way down Main street without bustin' one of them."—The American Legion Weekly.

International Correspondence

Newcastle, Australia,
May 4th, 1922.

Dear Sir and Brother:

Your letters of March 29th and April 5th to hand, also bound copy of Vol. 31 of the Boilermakers' Journal, for which I thank you. Copies of your monthly journal to April issue also to hand, and I found some very interesting reading in these issues.

The Economic Conference mentioned in my letter of March 3rd unfortunately came to a sudden conclusion owing to the attitude of the Employers towards the representatives of Labor, and consequently nothing of any practical value was arrived at by the Conference.

I note that the mine workers of America suspended work on April 1st, and small references appear in our press here from time to time on this dispute. I dare say that the news we get would be carefully "cooked up" at your end.

At this writing there is every indication of trouble in the coal mining industry in this country. At a conference between the Miners Federation and the Mine Owners held last week a claim was put forward by the owners for very serious reductions in wages and a lengthening of hours in the industry. Aggregate meetings of the miners throughout the various mining districts show a determination on their part not to accept the reductions, and all the elements of a serious disturbance in this industry are apparent. Should there be a stoppage the effect on the other industries will be very serious, and in the face of the present depression and general unemployment the result is likely to be disastrous to the workers. Let us hope that wise councils will prevent a clash in this important industry.

Our local steel mills are now practically closed. They have been working a few mills spasmodically completing the orders in hand. These Companies are also seeking drastic reductions in the wages of their employees, and no doubt if they keep the men idle long enough their economic position will compel them to accept the reduction in wages. The introduction of the 44-hour week has been strongly resented by the proprietors of these mills and they will leave no stone unturned in order to secure a return of the 48-hour working week. The Labor Government in this State were defeated at the Elections held on March 25th and we now have a Coalition Government consisting of anti-labor forces dominating the policies of this State.

The cost of living has fallen to some extent, but not to the figure at which the employers would like to have the basic wage fixed. The Board of Trade in this State (N.S.W.) at a meeting held on April 24th

indicated their intention of reducing the living wage to £3/15/4d. per week, being a reduction of approximately 7/- per week on the existing rates. The marginal rates for skill are regulated from the living wage as a basis, and should the Board finally adopt the aforesaid figures artisans' rates will be reduced accordingly. The award rate for Boilermakers in the State at the present time £5/7/9d. per week of 44 hours.

I am indebted to you for the information concerning the rates in your various centres as set out in your letter of the 5th ult., and I would be further obliged if you would keep me posted on your wage movements from time to time.

Our shipbuilding industry shows no signs of revival and as the latest vessels to be completed are lying idle we can hardly expect the Government to continue a building program. Quite a number of the new vessels have not yet carried a single cargo and until the depression in the shipping industry generally improves I have no doubt there will be little new construction carried out.

Under separate cover I have mailed you a copy of our No. 29 Quarterly Report, in which you will see a report of a most important conference on the question of an amalgamation with other Unions in the iron trades, and of our Executive Council.

I have been directed to make some inquiries of the officers of kindred organizations in other countries and have addressed a letter to your International Secretary who I presume is the proper person to receive same, which I enclose. Will you be good enough to turn this over to Brother Flynn for me.

With best wishes to yourself and comrades and hoping for brighter prospects in the immediate future.

Yours fraternally,

J. O'TOOLE, General Secretary.

Aguascalientes, Mexico, May 13th, 1922
Dear Mr. Casey:

Now I has about three months I could don't write to you because I make trip for some Mexican cities. Last time came to here and brothers of the Main Branch offer work to me in the shops of Mexican National Railroad. I start to work last month and may be I will be here for some time.

I want to be in touch with you because very soon we call for our IV. Binnial Convention of our Union. But, in this time we has three years from our last Convention. The only cause we not call to meeting is which our Main Branch purchased a house for our Union his cost was \$4,000.00. Pesos and was paid with money of brothers of

this Main Branch only. The house has 5 rooms of 20x22 feet; 2 of 20x40 feet, and one of 20x60 feet, has too one large room in the corner of two streets and we has installed the printing now in hands of one man in conviation with the Society for Commercial business. And we build one hall for our meeting of 20x90 feet. In the front rooms has two spanish "Patios." In opinion of some brothers, the Main Branch make good purchased. In Tampico we build a hall of lumber and cost \$3,000.00. pesos hos saize is 39x60 feet, only cost of house. The land is apart. Here the propriety cost less than Tampico.

Boilermakers of Sonora write to here because them want join to our Union, our Comite Genral will go to there to open a new branch under our Institution with personnal which work in the Southern Pacific Lines. That Branch will be No. 24.

I will be here and I take care to send an invitation to you Society ti attend our Convention. Will be ready.

The work here in Mexico is slow the railroad short the hours work to 36 for week or 72 for every 15 day (time to pay day) Our Union has an agreement with the Company which said: "When the Company want make economy will make reduction of hours of work and not reduction of per-

sonnal." In attention to that no body has laid off. In Tampico the business is bad now all Oil Companies make reduction of forces to 50 per cent and the wadges was cut down to 15 per cent or pay \$9.00 for 8 hours work. Every body said of men has shops or offices as the Foundation Co. which I work the last time, if the Mexican Gubernament is recognized for Unites.States all jobs strats and many men put to work in new constructions. I do not when to be that.

Please send your paper to above adress, I has read every number becouse send to me from Tampico. I beg if you know the adress of the paper named: "Welding" send to me becouse I want to know all news about that important branch of our trade. I was work last time with apparatus and now I start to weld with Electric Arc.

All brothers from our Main Branch salute you and them wish I write to you Society in name of our Union all want which the latters you send I make the traduction to read them in our meetings. Maybe next time our Secy will signed and sealed the communications to give carater official. I send to you and brothers the best wishes for you and you society.

Yours very truly,
Manuel I. Ortego.

In Memoriam

Members.

Brother Louis Taaschero, member of Lodge 515, E. Cambridge, Mass., died recently.

Brother W. E. Sperry, member of Lodge 684, Provo, Utah, died April 13, 1922.

Brother C. W. McMickin, Memphis, Tex., died April 18, 1922. Member of L. 576.

Brother M. J. Albert, member of Lodge 626, Chicago, Ill., died recently.

Brother W. Buttler, member of Lodge 155, Bloomington, Ill., died May 24, 1922.

Brother Wm. E. Katz, member of Lodge 155, Bloomington, Ill., died May 17, 1922.

Brother J. E. Sheets, member of Lodge 540, Denison, O., died May 31, 1922.

Brother Alex Wysocki, member of Lodge 84, Grand Rapids, Mich., died recently.

Brother E. P. Butler, member of Lodge 292, Parsons, Kans., accidental death.

Brother Guy Fortune, member of Lodge 83, Kansas City, Kans., died recently.

Brother Nicholas Emig, member of Lodge 95, Evansville, Ind., died May 24, 1922.

Rev. H. Gehring, member Lodge 622, Columbus, O., died May 31st.

Relatives of Members.

Mrs. Catherine Burke, wife of Bro. Wm. Burke of Lodge 246, Terre Haute, Ind., died recently.

Mother of Bro. Buoy Sowers of Lodge 226, Salisbury, N. C., died recently.

Father of Bro. J. F. Poole of Lodge 226, Salisbury, N. C., died recently.

Mrs. Geo. Andrews, wife of Bro. Geo. Andrews of Lodge 163, Hoboken, N. J., died recently.

Mother of Bro. John Anderson of Lodge 340, Herington, Kans., died recently.

Mother of Bro. Wm. Shaffer of Lodge 340, Herington, Kans., died recently.

Mrs. Josephine Smith, mother of Bro. Jos. B. Smith of Lodge 7, died March 28, 1922.

Mr. H. Lambrieht, father of Bro. Herman Lambrieht of Lodge 155, Bloomington, Ill., died May 13th, 1922.

Mr. James Bethea, father of Bro. James F. Bethea of Lodge 155, Bloomington, Ill., died May 8, 1922.

Mr. Van Bibber, father of C. H. Van Bibber, of Lodge 622, Columbus, O., met death June 11th, through a railroad crossing accident.

In the Causes of Safety

SAFETY.

Safety has been the subject dealt with by this committee since its birth, and what I have written may detract from and not add to what has gone before.

So far as man knows, mind, reflected through the brain, is the source of all power. Knowledge is the art of using power with safety.

Mind discovered iron in the ore and re-created it into iron, bar and boiler steel; then mind, supplemented by labor, formed them into the powerful machine named locomotive, which hauls tons of freight from place to place with safety.

Mind discovered the tensile strength necessary for iron and steel to hold together under the strain of steam pressure and the work it performs with safety.

Mind reflects its light through the brain. The finer the texture of the brain the keener and brighter is the light of the mind and the more quickly will it detect error and unsafe conditions. Carbon globes reflect electricity dimly, but tungsten and nitrogen globes fill our homes, workshops and towns with a safe, cheerful and glowing light. Let our brain be a Mazda and safety our reward.

Thought is a nerve of the brain put in action. Let us see to it, then, that those, our sentinel nerves, be ever on the alert, for if we are to have safety in our ever changing conditions, our mind should be as a restless sea, for that which is pure and those who would be safe and free are never still.

Above paper prepared and read by Mr. M. F. Wiltse, painter, M. & St. L. R. R., at February, 1922, safety meeting, Marshalltown, Ia.

Machinist injured at Antigo, Wis., Feb. 9, 1922, 3:30 p. m. While he was inspecting engine 1398 he was scalded on right side of face and neck by steam and hot water from blow-off cock which boilermaker helper turned on without first looking at steam gauge to see if there was any steam left in the boiler.

Car inspector, age 37, married, five dependents, service 5½ years, fatally injured at Milwaukee on Feb. 13, 1922, about 6:17 p. m. When express cars to be moved by passenger train were coupled into by outgoing engine as deceased and another car inspector were between two cars coupling steam hose. The men had been between the two north cars of four coupling this steam hose about five minutes, account of hose being frozen so stiff one man could not handle them and deceased was called upon to help. Both men had their lanterns between the cars and neither looked after going between them, although it is claimed

both looked before going between. This was a regular daily movement for these express cars, which are coupled as to hose and boxes examined before the outgoing engine picks them up to place them on train 422. No blue signal protection was used and it is not customary to use such protection for such inspection or coupling of hose, although these cars at time of this inspection are not on the outgoing train, but stand on another track and by themselves to be picked up and placed on the outgoing train by the outgoing engine. A switch engine stood on an adjoining track and smoke and steam from this engine obstructed view of the engine crew of the outgoing engine until within a car length of the cars and the engine then failed to stop. It is not customary to couple to these cars without car inspector being there to make the coupling, and engineer concerned claims he intended to stop before coupling but could not see the cars in time.

Brakeman injured at Limestone, Ill., Feb. 12, 1922, 10:05 p. m. In caboose of extra 2375 standing on passing track when helper engine 2393 backing up with headlight on leading end of tank and at a speed of 8 to 10 miles per hour struck way car before engineer could stop after discovering marker lights on the caboose. In jumping from caboose injured man fell and struck a broken jug, causing a laceration of the face and right wrist.

Section foreman injured near Cedar Rapids, Ia., Feb. 18, 1922, 3 p. m. Was operating a motor car at a speed of 12 miles per hour when he noticed stone which had apparently been placed on rail by some unknown party. Attempted to stop car but was unable to do so, and it was derailed, throwing him off, and he struck his head on the rail, causing a laceration.

Three bridge carpenters injured about one-quarter mile west of Piedmont, S. D., Feb. 2, 1922, about 3:15 a. m. These men, with foreman, were going to work on a bridge two miles west of Piedmont on motor car and ran into a drift of snow which derailed car. Snow was about three inches on rail and six inches between rails. Man on car saw snow on rail but did not think it sufficient to derail car and said nothing to the foreman, who was busy running the engine.

Under the auspices of the American Railway Association, there will be inaugurated on June 1, and continuing to September 30, 1922 a

"CAREFUL CROSSING CAMPAIGN"
its slogan being

"CROSS CROSSINGS CAUTIOUSLY"
having for its purpose the prevention of or reduction in the number of highway cross-

ing accidents involving railroad trains, vehicles and pedestrians, throughout the country.

Co-operation in the plan has been assured by the United States Automobile Chamber of Commerce, the National Highway Traffic Association, National Safety Council and numerous other organizations.

Such a campaign is necessary and timely, as shown by the following facts: In thirty years our country's population increased 68 per cent. Crossing accidents increased 345 per cent in fatal and 652 per cent in injury cases. In 1920 automobiles were involved in 76 per cent of all crossing accidents. During that year, 1,791 persons were killed (death resulting in twenty-four hours) and 5,077 injured; of the latter number, 116 died subsequently from injuries sustained at railroad crossings within the United States.

There are two ways to reduce or entirely stop such accidents. The first in the public mind is, elimination of the crossings. This is impossible. There are 251,939 highway crossings on class 1 railroads alone (revenue of over \$1,000,000 annually) in the United States. Of this number, 399 were eliminated during 1919. At the same rate of elimination it will take 629 years to dispose of these crossings if no more are added. All the men and money available would not be sufficient to remove these crossings in a lifetime.

Conservative estimates of the average cost of elimination fixed the figure at approximately \$50,000 per crossing. This means \$12,500,000,000. It is evident the immediate question must be met by a method other than the elimination of the crossings, which

latter work will undoubtedly proceed as circumstances permit. Apparently the solution of the problem can be found in education. This education should be joint upon the part of the railroads and the public. It is the duty of the railroads to keep the crossings in good condition for travel; give reasonable notice of the existence of such crossings; and see to it that the railroad employes do their full duty in warning of the approach of trains.

The railroads have learned the value of organized effort for SAFETY through the reduction of deaths of employes on duty from 4,354 in 1907 to 2,578 in 1920, notwithstanding a larger force of employes in service during the latter year. Railroad employes as a whole have unquestionably attained a higher degree of care in the performance of their duties.

As education in and discussion of Safety matters are responsible for the gratifying results obtained in employe cases, it is logical to assume that education of the traveling public to the exercise of a high degree of care when approaching and passing over railroad crossings, will likewise have a good effect in reducing crossing accidents.

While it is true the railroads have a direct interest in checking these oftentimes most distressing accidents, yet in the first and last analysis it is the public itself which suffers the pain, the mutilation, and the passing to the Great Beyond, in addition to bearing the financial burden.

The railroads feel warranted in expecting that right-thinking people throughout our land will lend their actual and moral support to this humane and laudable campaign.

Co-Operation

FARMERS AND WORKERS CO-OPERATE TO CUT LIVING COSTS.

It is a long step from Savannah, Georgia, to Seattle, Washington, but the farmers and workers of both localities are cooperating in the same way to reduce their living costs and increase their incomes by linking up the man in the country who produces food with the worker in the city who consumes it. The farmers of Eastern Georgia and organized labor of the city of Savannah have just cooperated in opening the Farmer-Labor Exchange, which will bring the products of the farm direct to the workers' table without the intervention of a single commission man, speculator, or other parasite. All products will carry a guarantee of purest quality and correct weight, and the prices will speak for themselves. The Savannah Farmer-Labor Exchange is located in the center of the workers residential section and is under the able management of an experienced merchant in sympathy with the cooperative ideal. The supply of farm products will be both uniform and

steady, since the Exchange is not dependent upon isolated individuals, but upon reliable producers already organized in the Farmers Union, superintending the farmers end of the bargain. Beside providing the farmers with a market, the Exchange will also purchase groceries and other supplies for them at minimum cost.

Across the continent the Seattle Grange Warehouse Company, which markets products and buys supplies for thousands of Washington farmers, has taken over the Cooperative Food Products Association, a cooperative retail association which has a paid in capital of over fifty thousand dollars a year, and which was organized several years ago by Seattle trade unionists. It recently moved into a large new store and market, with model facilities for handling food. Due to the industrial depression and lack of finances in the labor movement, the Food Products Association decided to unite

with the farmers, which gives the workers the benefit of direct exchange, enables them to secure manufactured foods at the minimum cost, and at the same time insures

them a share in the cooperative savings effected.

Cooperation is not merely a banner; it is a star.

TUSCON CO-OPERATIVE BANK PROSPERS.

The Cooperative Bank and Trust Company of Tucson, Arizona, the first co-operative credit institution of the far west, reports resources of more than a quarter of a million dollars at the end of its first year's business. The Tucson cooperative bank was founded by organized labor on May 23, 1921, and despite the industrial depression, now has deposits amounting to \$172,113.80 with \$60,000 of additional resources. The Bank is organized on the Rochdale plan of cooperation

and is operated by a board of directors representing the labor, farm and small business interests of the locality.

With the recent establishment of labor co-operative banks in San Bernardino and Barstow, Calif., with a branch at Needles, on the Arizona line, the southeast is rapidly taking the lead in mobilizing the credit of the workers under their own democratic control.

GRAIN DEALERS FLEECE FARMERS OF \$23,000,000.

The Federal Trade Commission has just reported its findings on speculative grain marketing, pursuant to a congressional resolution passed last December through the efforts of Senator Ladd of North Dakota. The Trade Commission examined the books of all the big grain dealers, with the exception of several Baltimore exporters who refused it access to their records. These investigations revealed that the white-handed gentlemen who "market the farmers' grain" made an average net profit of 58 per cent on their capital stock, surplus and reserves for 1920, and of 30 per cent in 1921. The Commission reports "the average profit of wheat exporters in 1920 was nearly 8c a bushel." While the 1921 average was lower, yet some of the concerns "turned their money over more than one hundred times a year." The Trade Commission also found that the grain exporters were so closely joined together that eight large

concerns handle more than 50 per cent of our entire wheat exports.

The findings of the Federal Trade Commission show that these few big exporting firms took over \$23,000,000.00 from the American farmers last year for "marketing their wheat" on a speculative basis. While these speculators were waxing rich without toil, several hundred thousand farmers were going bankrupt. No wonder that farmers by thousands are forming their own cooperative marketing societies, which are already exporting millions of bushels of wheat to the Orient and the big grain markets of Europe. When middlemen get rich gambling in wheat, the farmers and consumers have to pay the bill. The sooner they learn to cut out the middlemen by cooperation, the quicker will prosperity come for both. Co-operative News Service (weekly) All-American Cooperative Commission.

WASHINGTON SUPREME COURT UPHOLDS CO-OPERATIVE MARKETING ORGANIZATIONS.

The right of farmers and fruit growers to form cooperative marketing organizations with sole control over their crops has been upheld by the Supreme Court of the State of Washington in the case of Washington Cranberry Growers' Association versus Moore (201 Pacific 773). Moore had joined with his neighbors in forming the Cooperative Growers' Association, and had signed a common contract with them making it exclusive sales agent of his product with provisions for damages in case he did not keep his agreement. In an endeavor to crush the cooperative, outside buyers of-

fered its members a slightly higher temporary price, and Moore fell for this bait.

The decision of the Court is a sweeping victory for the principle of cooperative marketing, since it not only granted damages against the farmer who broke his contract, but further ordered an injunction prohibiting him from repeating this violation. The Court also held that cooperative marketing contracts do not limit production or control prices contrary to public policy, and that specific performance of the contract should be decreed.

CO-OPERATIVE COW FEEDS POOR CHILDREN.

A community cow in Greensboro, N. C., is exemplifying the cooperative spirit in a unique way. The cow is owned by the friendly Church by the side of the Road, which rents it out at \$1.00 a week to poor families with children who cannot afford to buy adequate milk, let alone a cow. The six children of the first family served by

this cooperative quadrupled already exhibit an improvement in health which ought to gladden any bovine's heart.

The revenue derived from the small rental fee charged is being placed in a fund for the purchase of a community herd which will provide pure milk at cost for the less fortunate children of Greensboro.

HUGE ECONOMIC WASTE CAUSED BY COMPETITION.

There are 946,419 retail shops in the United States, or one to every 111 inhabitants, according to figures compiled in response to a Congressional resolution of inquiry. The wholesale establishments number 97,083, or one to every 35 retail shops.

Nearly a million retail stores in the country, most of them treading on each other's heels and competing on a cut-throat basis for the other fellow's business! What a ridiculous commentary upon the alleged "efficiency" of modern competition. The tremendous waste involved in duplicating rentals, advertising, delivery costs, salaries,

and other overhead sales expenses, let alone the continuous waste of small scale buying with proportionately higher transportation costs, is enough to turn every sane person in the country into a cooperator over night.

The great gains made in this country by the large scale production are being more than dissipated by inefficient distribution. The farmer gets but 35c out of every dollar which his finished product brings, the industrial worker but 37c. This gigantic economic waste can and must be stopped by cooperation.

CO-OPERATIVE MILK AND HEALTH.

Since the organization of a consumers' co-operative creamery by the citizens of Minneapolis, there has been a marked decrease in the rate of infant mortality and deaths from typhoid fever, due to the improvement in the quality of milk sold by the co-operative. The co-operative creamery, financed and administered by the consumers of Minneapolis, is furnishing milk that is purer and more nourishing than ever before in the history of that city. Commenting on the remarkable improvement in the quality of the milk, Dr. Harrington, Commissioner of Public Welfare of Minneapolis, reported:

"One of the happy results of the bettered milk supply is that the rate of typhoid fever deaths, 76 per 100,000 population in 1921, is the lowest recorded in Minneapolis and

one of the lowest in the United States. It represents three deaths for the year 1921. Another pleasing result noted was a lowering of the infant mortality rate from 65 in 1920 to 55 per thousand births in 1921. Still another result is that more milk is being sold."

This improvement can be traced directly to the fact that the Franklin Co-operative Creamery is now the largest milk distributor in Minneapolis. \$130,000 worth of dairy products are now being supplied monthly by the co-operative, at a lower cost, and for a better product than have ever been supplied by dairy companies organized for profit. This co-operative is saving the lives of many babes and even adults, by eliminating the contaminated milk formerly supplied. Co-operation and health go hand in hand.

\$3,000,000 IN STRIKE AID.

The Co-operative Union of England has just issued a report on the assistance rendered by the co-operative societies of Great Britain during the coal strike last year. "Societies have no cause to regret their action at the time of the dispute," says the report. "But for their assistance and generous support, the sufferings of the miners would have been greater, and the value of the service rendered by societies to the Miners' Unions will not soon be forgotten by the organized workers. The extent of this service was indeed remarkable. Together, the amount of money loans granted to miners' organizations reached no less a sum than 605,719 pounds. A large portion of this amount has since been repaid to the

societies, and repayment of the remaining portion is proceeding satisfactorily."

This sum does not include the outright donations of meals and relief work made by many co-operative societies. One society provided a meal daily for 350 children of the strikers, all during the strike. Many others permitted the miners to use their halls free of charge, and supplied bread and other goods at cost price. In addition, thousands of pounds were contributed to the strike funds by co-operative societies. In this fashion, the workers were able to secure substantial assistance from the co-operative enterprises they had built up themselves, by uniting as consumers.

NINETY PER CENT SAVINGS.

The customers of the Roseland Co-operative Association, of Chicago, last year received patronage dividends amounting to \$5,024, or the equivalent of about 90 per cent of the invested capital of the enterprise, according to a report received by The Co-operative League. The annual report for the past year shows continued progress by the Roseland Co-operative, during the period when hundreds of thousands of dollars were being lost by a gigantic Chicago fake "co-

operative" in the operation of their stores.

The Roseland society had a turnover of \$195,605 in 1921, a comparative gain in the volume of business, in view of the decline in prices during the year. The society was able to pay \$359.50 in interest on capital and loans, it spent \$363 for educational purposes, and paid rebates of \$5,024. As the subscribed capital stock of the society is only \$5,720, the rebates represent a return of about 90 per cent on the invested capital.

Rebates are paid to customers in proportion to their purchases, the members of the society receiving larger rebates than the non-members. In addition to these savings, the sum of \$485 was put into the surplus fund, after paying all expenses, interest and rebates.

The Roseland Co-operative Association has a grocery and meat market, a branch

store, a restaurant, club rooms and a library. All these enterprises are being conducted by the consumers themselves, for the elimination of profit. The workmen who comprise the membership of the association are showing their ability to run their own businesses for themselves, free from the interference of the profiteers.

News of General Interest

WHY WET NURSES FOR BIG BUSINESS?

Have American business men, even the biggest of them, lost their self-reliance? Why this appointing of wet nurses to take charge of different industries? The moving picture people concluded that they couldn't run the industry themselves; so they called in Will Hays to save them. Our baseball magnates also reached the conclusion they needed someone to take hold of the reins, so they placed the supervision of their affairs in the hands of Judge Landis. It is announced that the vast building industry, feeling that a guardian is needed for it, plans to send an S. O. S. to Franklin D. Roosevelt, former Assistant Secretary of the Navy, who is to be given powers equal to

those of Hays and Landis.

The explanation given in each case has been that the industry was losing the confidence of the public, and that some heroic measure was necessary to prevent worse demoralization and possible disaster.

The reasons responsible for this unique innovation are not complimentary to those who have been obliged to resort to it. Is there not likelihood that the next step will be to have all these wet nurses, or super-bosses, or whatever you choose to call them, named, not by representatives of the industries, but by the representatives of the people, the Government?—Forbes Magazine (N. Y.).

SUPPRESSED NEWS!

Federal Reserve Bank's Huge Loan Helps Run Notorious Wall Street Corner.

Washington, D. C.—Government money, the property of the nation for the benefit of the nation, flowed in millions into a New York bank that was furnishing the funds to engineer a notorious Wall Street stock market "corner" or monopoly at the expense of the people.

This was done through the Federal Reserve Bank of New York.

It was a sensational proceeding, worth many front page news stories. The facts are and have been available. They are in the Congressional Record.

Not a single daily newspaper has printed this sensational story about the doings of Wall Street gamblers with the funds of the American people.

Read these words of Senator Heflin, spoken in open Senate session, printed in the Congressional Record and there for all to see:

"Mr. President, the records show that a

bank to which the Federal Reserve Bank of New York was loaning at one time about \$100,000,000 was furnishing funds with which to engineer a notorious 'corner' on the New York Stock Exchange, in which 'corner' the president and two vice-presidents of the bank which was enjoying these huge accommodations from the New York reserve bank were largely interested financially."

So, the officials of a bank get in on a big gamble. They get the Federal Reserve Bank, organized to safeguard the people, to loan their bank a hundred million dollars, while farmers can't get a nickel and wage-earners by the million are unemployed.

This story of how the people's money is handled and to whom it goes would be of tremendous news value in any newspaper office where there was freedom to print the real news of the day.

This vital piece of news has been suppressed by the daily newspapers of America.

SUPPRESSED NEWS!

Standard Oil Coup, Monopolizing Navy Supply, Suppressed!

Washington, D. C.—Daily newspapers do not and dare not print all the facts in the Teapot Dome case, the oil contract which Secretaries Fall and Denby secretly ar-

ranged with F. H. Sinclair for cleaning out the great oil supply reserved to the U. S. Government by the Roosevelt policy. The following facts have so far been ignored:

1. A complete monopoly on the business of supplying fuel oil to the U. S. Navy has been established by the Standard Oil.

2. A secret contract exists which specifies the price which Standard Oil will exact from the government for future supplies of fuel oil.

3. Standard Oil is now able to control the price of oil and independent companies will not be in a position to compete.

The secret contract referred to is mentioned in the Teapot Dome contract of April 7, publication of which was forced by the action of Senators La Follette and Kendrick in the Senate, and which reads:

"The maker hereof will deliver for the use of the United States Navy fuel oil of the specifications and under the terms and upon the exchange basis fixed in the certain contract dated . . . day of March, 1922, between the United States Government and the maker hereof."

There has been no statement made explaining what this contract is, nor with whom it has been made.

Since the leasing law permitting working of government oil lands on a royalty basis was passed the big job of Standard Oil has been to keep U. S. royalty oil from coming into the open market where independent capital or refineries may bid for it.

The Teapot Dome contract keeps crude oil off the market and this tends to prevent continuance of independent refineries.

It is a system which prevents demonstration of true values and market prices for crude oil through working of the law of

supply and demand.

It holds in proper political alignment powerful individuals and corporations.

It creates "rotten boroughs"—by centralizing industry in a few hands—which can be depended upon to deliver votes where needed.

It permits and invites capitalization of the profits incident to monopoly, and thus diverts the earnings of the industry to payment of dividends on excessive capitalization and reduces the proportion going to labor and spent in the local community.

Add to this the conviction of unbiased persons that the pipe-line proposal in the contract is pure bunk intended only to prevent construction of a pipe line by independents.

Now where does the U. S. Government get off? Nowhere! Apparently the contract is legal. The country's conservation policy could be restored only by immediate Congressional action. This will be delayed. The Administration cannot afford to have the deal receive public condemnation. Nor can it afford to suppress it. The deal will be investigated to death. The cat will be killed with butter. "Truckloads" of data will come from the office of the Secretary of the Interior to the Senate Committee. The conservation policy will be replaced by a conservation policy. Meantime Standard Oil will have buried its octopus feelers into the ground far enough and long enough to suck out the petroleum.

And the newspapers will print long stories about something else.

SUPPRESSED NEWS.

Roads Evade Law; Courts Helpless; Men Must Strike.

Washington, D. C.—A strike of a half million railway men threatens to tie up our transportation system and seriously injure our national well-being. Strike ballots have gone to members of the Railway Employees Department of the American Federation of Labor. Yet the American public is entirely ignorant of the facts causing this strike situation because the daily press has suppressed the truth and is printing garbled information and misleading comment.

"Shall piecework and contracting out of shops and employes be accepted or rejected," is the wording of the third strike ballot. This is the crux. It is confidently believed wage matters can be adjusted without a strike, but the men are adamant on the question of subletting repair contracts. The ultimatum served on the Labor Board on June 7 said that the strike ballots would go out if the subletting of repair shops was not stopped. The subletting went on. The strike ballots went out.

Why are the railway employes so concerned about the business arrangements of the railroads and why should the public be informed of the facts? Because the subletting of contracts is a scheme for plac-

ing the shop crafts employes beyond the jurisdiction of the Labor Board and then cutting their wages below the standard fixed by the Board, because this cutting of wages does not benefit the general public but is absorbed by officials and insiders of the railroad who secretly organize the outside repair companies, because the Labor Board has called the practice a "palpable subterfuge," and because a Federal court has denounced it as an evasion of the law. Those who know what is going on are aghast, but the public is kept in ignorance.

More than 100 roads appealing to the Labor Board for wage cuts are guilty of this subterfuge. Repair shops seemingly placed under the direction of private contractors in practically every instance are dummy concerns with nominal capital formed by railroad officials. The first act is to cut wages and abrogate the working conditions established by the Labor Board.

Lack of good faith is contained in every line of the typical contract. It can be revoked at any time at the discretion of the railroad. The railroad furnishes tools, equipment, advance money for wages and pays cost plus percentage based upon pay-

roll expenditures. The contractor is guaranteed a remuneration of not less than \$1,000 a month.

Costs to the railroads for repairs are increasing enormously in spite of the cuts in wages, showing that this is merely another way of mulcting the public to enrich insiders.

The strike against the subletting of repair shops is already on in the Western Maryland Railroad where the men have been out for 12 weeks. The company resorted to the injunction formula. A temporary injunction was issued by Judge Rose of the Federal Court in Baltimore. Before acting on the permanent injunction he

asked for a copy of the contract. The railroad company fought this request desperately, but finally had to give in. As soon as Judge Rose saw the contract he dismissed the injunction and denounced the contract as an evasion of the law. In this case, as in many others, the railway employes and the strike are the only agencies capable of defending the interests of the public. Government and courts apparently are helpless to enforce the law.

The storm clouds gather. The public remains serene because ignorant, lulled to sleep by the propaganda of the railroad organizations which gets plenty of space in the daily press while the real facts are suppressed.

TABLOID OF INTERNATIONAL LABOR NEWS. DEPARTMENT OF LABOR, Washington.

BELGIUM—Strikes—About 10,000 men are on strike in the Province of Antwerp following the agreement among the metallurgical industry and other factory owners to make a 10 per cent reduction in all wages.

ENGLAND—Maltese Emigration—There has recently been under discussion at London, between the Superintendent of Emigration of the Island of Malta and the London authorities, the difficult position of the population of the Island due to the reduction of employment on admiralty work and the objections raised in various British colonies to the arrival of Maltese emigrants.

Wage Rates.—Since the beginning of 1922 changes in rates of wages reported to the Department of Labor have resulted in a net reduction of £1,210,000 in the weekly rates of wages of nearly 5,900,000 workpeople and a net increase of about £3,400 in the wages of 20,000 workpeople.

FRANCE—Reconstruction.—It is reported that industrial reconstruction is well advanced in the Department of the North, 66 per cent of the destroyed factories having been wholly or partly replaced.

GERMANY—Bavaria.—The machine industries were idle throughout April owing to the continuing strike in the metal trades, and the textile industry has been in a critical position on account of the higher prices for raw material and the latest increase in wages.

HUNGARY—Mining Wages.—Upon request of the miners employed in the State collieries, the Hungarian Government has decided to pay them the same wages and to grant them the same favors received by miners employed in private mines.

IRELAND—Unemployment.—Unemploy-

ment shows a distinct increase in the 26 counties of Ireland. Official figures of the Ministry of Labor show that in the week ended May 8, 1922, the number was 44,032, an increase of 1,001 on the previous week's number of unemployed.

ITALY—Sulphur Industry.—In a resolution passed by the Committee of Delegates of the Sulphur Consortium and 200 sulphur mine operators from all over the Island of Sicily, it was resolved that the Government had failed to make such provisions as would assure the rational development of the sulphur industry. Following the adoption of this resolution the Sulphur Consortium Council tendered its resignation and all sulphur mine operators agreed to the closing down of their mines.

Unemployment.—Unemployment continues in Venice and Venetia, and although the total for April, 1922, in the province of Venice was somewhat less than the total for March, 1922, it was almost double the amount of unemployment during the corresponding months of 1921.

SCOTLAND—Unemployment.—At no time since the strike of the coal miners, more than a year ago, has there been as much unemployment in the Glasgow district as during the month of April, 1922. This unfavorable condition is due principally to the strikes in the engineering trades.

SPAIN—Wage Controversies.—Strikes are predicted at Barcelona and Bilbao, principally among the metallurgical workers, because of continued disputes as to wage reductions announced by employers. At meetings of the laborers in the principal centers of the industry it is stated that the decision has been to refuse to accept any reduction in wages or increase in working hours.

CHILDREN OF WAGE-EARNING MOTHERS.

Gainful employment of mothers of young children frequently means that the children receive inadequate care during the day, or no care at all, according to a report enti-

tled, "Children of Wage-Earning Mothers, A Study of a Selected Group in Chicago," just made public by the U. S. Department of Labor through the Children's Bureau. Other

conditions found include retarded school progress of the children, over-fatigue and ill-health of the mothers—with consequent loss to the children—and in some instances overwork by children who had the responsibility for household tasks beyond their strength.

The report presents the results of a study of 843 families of working mothers, in which were 2,066 children under the age of 14 years. The group included families known to the Chicago United Charities and to the day nurseries, and included also a special group of 212 colored families. It was found that the problem of the employment of mothers had to do with both normal and broken families. Where the father was a member of the family group and worked regularly his earnings were, in the great majority of cases, inadequate for the family support.

The 45 day nurseries in Chicago at the time of the study did not maintain uniformly high standards with respect to sanitation and child care training; many of them had not provided adequately for the care and training of the older children. Only two nurseries, with a capacity of 20 each, were available to colored children. Of the 1,328 children who were not cared for in day nurseries, at least a fourth were left with no provision for their care aside from that made in the schools.

The school attendance records of a group of 742 children were obtained, and these compared unfavorably with the attendance of all the children enrolled in nine selected schools in workers' neighborhoods. A large amount of retardation was found among the children of wage-earning mothers, over one-third of whom were below the standard grade for their age.

The report emphasizes the skill in planning and management shown by many of the women in carrying the triple burden of wage-earner, housekeeper, and mother, and states that a large proportion were doing their housework without assistance. More than half of 380 mothers whose household arrangements were known were doing all the washing and the cooking; the mothers in general showed a tendency to sacrifice themselves in order to save the children from tasks too heavy for their years.

Measures for reducing the necessity for wage earning by mothers of young children, the report states, include improved economic conditions that will make the fathers' earnings more adequate; training of mothers in household management and the care of children; preserving the normal family group through movements for the prevention of accident and the promotion of health; and providing substitutes for the father's support when he is dead or incapacitated, by means of mothers' pensions and aid from social agencies. Special protection needed by children of wage-earning mothers, the report points out, include more adequate provision, through the nurseries or through the schools, for the care of school children outside school hours; higher standards of sanitation and care on the part of the nurseries; and the protection of the mother from over-fatigue and ill health. "Case-work agencies which include in their plans for certain families under care the gainful employment of the mother," the report states, "clearly have the responsibility for making such arrangements that the mother will not have to carry in addition to full-time employment all the burden of household management."

NOTES OF THE A. F. OF L. CONVENTION.

Cincinnati, O.—American Federation of Labor membership has stood in the face of all opposition and in the face of most trying industrial conditions. This was made clear today by President Gompers of the A. F. of L., in a statement in which he discussed the membership figures submitted to the convention in the annual report of the executive council.

"There seems to be," said Mr. Gompers, "something of a disposition to misunderstand the membership figures given for the American Federation of Labor for the past year and found in the annual report of the executive council, submitted to the convention yesterday.

"It may be that on their face and without examination they seem to show a loss of about 710,893 members during the year just closed.

"Even if that actually were the case labor's showing would be most creditable, in view of the bitter opposition which we have had to meet during the year.

"The truth is that we have no way of

really knowing whether we have lost that many members and the fact may be that we have lost none at all.

"In 1920, the year in which our membership was highest, we reported 4,078,740. We now report 3,195,651. One fact to which I wish to point is that this is a membership of more than a million over the figure for the last pre-war year. Those unions which seem to show a loss are the unions most heavily engaged in war work, fortunately no longer necessary. War plants are closed and in some cases whole industries are out of business. Thousands of workers have been forced into other occupations. Navy yards are a good example.

"But there is this feature which makes it impossible to know whether we have lost and which makes it certain that we have not lost anywhere near the number of members indicated as lost on the face of the figures. National and international unions pay their per capita tax to the A. F. of L. on the basis of the dues collected by them from their membership. These organizations do not

collect dues from men and women who are out of work. They issue 'out of work' stamps and no accounting of the number of such stamps issued is rendered to the A. F. of L. for the reason that we do not require a per capita tax on such stamps, since they represent no revenue.

"The tax collected by the A. F. of L., amounting to one cent per member per month, is on the membership paying dues to the various affiliated organizations. We have had a tremendous army of unemployed and affiliated organizations have issued thousands and thousands of 'out of work' stamps.

"We know that there are 3,195,651 members who are paying dues and that is all that we can report. We do not know how many members are not paying dues, due to unemployment and therefore we do not know actually what number of workers belong to our affiliated organizations. The real loss of membership, if any, is trifling, running to a few hundreds or perhaps a few thousands at most. In view of conditions the showing is remarkable and is worthy of deep study by those who seek the destruction of our movement.

"Taking account of the spirit of our movement, our strength is greater than ever, for there is today in our ranks a militant spirit and a solidarity and unity never equalled. American labor has lost nothing, in spite of every effort our enemies could bring to bear. We are here in full strength, gaining and growing, abler and ever in the defense of the interests, the rights and the liberties of the great masses of our people. And it would be well for those who imagine they have the power to crush labor to give the future some thought."

* * *

Keeping the Coronado case to the fore and centering attention on the supreme court's decision in this and other cases, the executive council today submitted to the convention the Coronado decision.

The report finds that in citing the Taff-Vale decision as a precedent the court took an ancient and out-lawed decision of a British court, ignored the modern law and applied the ancient viewpoint in opposition to the provisions of the Clayton law.

The council offered no recommendation for the reason that a special committee has been created by the convention to deal with all court decisions, in order that the convention may have reported by one committee a declaration covering the whole broad question of court decisions.

This committee is composed of the following:

B. M. Jewell, James Duncan, William Green, Matthew Woll, G. W. Perkins, John P. Frey, W. D. Mahon, Frank Duffy, John Voll, James Wilson, Benjamin Schlesinger, T. F. Flaherty, William D. Clark, George L. Berry and T. V. McCullough.

Wednesday of the second week of the convention has been set aside as a special

day for consideration of the court decisions. Nothing else will be taken up on that day.

By the designation of a special committee and a special day for court decisions the question is brought to the front most emphatically in a way to command attention proportionate to the gravity of the situation.

* * *

What happens when a corporation makes up its mind to "go the route" is shown in a telegram read to the convention today by Secretary Morrison.

The telegram follows:

Brownsville, Pa., June 15.

Secretary Frank Morrison,
A. F. of L. Convention Hall,
Cincinnati, O.

Gigantic move to break strike in coke region Fayette county, Pa. Wholesale evictions, water shut off from miners at Shoaf and Maxwell, Fayette county, Pa., by H. C. Frick Co. and health authorities appealed to but to no avail. Serious epidemic sure to follow. Miners holding firm.

(Signed)

William Feeny, Wm. Hynes, John O'Leary.
That's the way a great corporation can behave. That's what strikers have to go up against.

* * *

Proposition to adopt the A. F. of L. label as universal label for all trades was defeated. During debate it was branded as proposition to out-do the "O. B. U." idea.

* * *

When, by a rising vote, the convention of the American Federation of Labor responded to a motion submitted by Executive Council Member W. D. Mahon it did two things:

1—It gave enthusiastic endorsement to the great strike of the miners;

2—It pledged all possible assistance to the miners in the winning of that strike.

Responding to the vote of the convention, William Green, secretary of the United Mine Workers of America, and A. F. of L. Executive Council Member, conveyed officially the appreciation of the miners to the convention for its whole-hearted action.

"You have always understood, I am sure," he said, "that the United Mine Workers of America are a fighting, militant organization, and they have never hesitated to fight when pressed against the wall or when an attempt was made to inflict upon them an indefensible wrong. And so now they are engaged in a mighty conflict, struggling for the recognition of a principle, demanding that an agreement entered into shall be religiously observed.

"May I just state to you as a matter of information, that about two years ago the coal operators of the central competitive field, representing a vast tonnage, agreed to meet with the representatives of the United Mine Workers at the expiration of a contract that was then entered into, for the

purpose of negotiating a new agreement. That contract was made under Government supervision and Government direction; the Government, in fact, was a party to the agreement; but when the contract expired and they were asked to comply with the agreement they had entered into the coal operators flatly refused and up to this time have steadfastly refused to live up to their agreement.

"So the miners are fighting, first, for the recognition of contract rights, fighting to compel the coal operators to adhere to a contract they entered into. The struggle has gone on for more than ten weeks. The fight has been desperate from the beginning. In many non-union sections of the country and in some thoroughly organized sections as well, the coal operators have fought the miners by all the brutal, uncivilized methods that have heretofore characterized industrial conflicts in the mining fields.

"In the state of West Virginia, injunction after injunction has been issued, and have been arrested for violating these injunctions, charged with the violation of these injunctions. Men and their families, with their belongings, have been thrown out of the miserable homes that belong to the operators, into the roads and highways and on the mountainsides; but, notwithstanding these brutal methods they have stood like soldiers with their backs against the wall, unfaltering in their determination to win this fight.

"I don't know whether or not you from other trades have observed a conflict where members of organized labor and their families have been deprived of their homes. Imagine, if you please, a family, a wife, a father and four or five children, some of them babies too young to understand the meaning of it all, thrown out on the highway with their belongings in the rain, the snow and the sunshine. Can you conceive of a more brutal method of industrial warfare than that? With no home in which to live, and the only home we can offer them is a tent into which our organization moves them for the purpose of protecting the family from the elements. That is the kind of warfare that has been engaged in.

"Last week I addressed a meeting at Uniontown, Pennsylvania, with 10,000 United Mine Workers and many of their wives and children present. I never observed on the faces of any body of men

and women a more fixed determination to go through with the conflict even though the fight may last all summer. As they told me the stories of brutality, of attacks that had been made upon them, my heart was touched. It thrilled me, because I didn't believe there were any employers in America that would be so inhuman and brutal as to pursue the policies that have been pursued there.

"Now the struggle has reached a point where it is attracting the attention of the people. We have fought well and valiantly, and we propose to continue to fight and fight valiantly. Our purpose is to fight to win, but our organization feels that rather than meekly submit to indefensible reduction of wages or the imposition of unfair conditions of employment, we would rather fight and lose than accept it without a protest. That is the spirit of our people.

"In Ohio, within the confines of the state in which we are holding this convention, the district officers have been enjoined again and again, men have been arrested and haled before the courts charged with the violation of indefensible injunctions. The struggle is going on in all sections. The pressure is greater now than it has ever been. The spirit and morals of these men are wonderful, and I am sure you can appreciate, in view of the reductions in wages that have been imposed on members of organized labor since this march back to normalcy began, that the United Mine Workers are not only making their own fight for their own women, their own children and their own American standards of living, but they are actually making the fight for the organized labor movement of America.

"With these few remarks, spoken from an earnest heart, I want to again express to the delegates the appreciation of our organization for the unanimous vote you gave us. Perhaps if the struggle goes on it will be required of the representatives of our organization to come to sister unions who may be more fortunately situated than others and ask them for something more substantial than you have given us this morning. I am sure, my friends, that if it comes to that we won't hesitate, because we believe in you and we know you will do the best you can. I am sure we are not going to come and ask for your financial help unless we find it absolutely necessary to do so."

WILL CHAIRMAN CAPPER OF SENATE AGRICULTURAL "BLOC" ACT?

The Interstate Commerce Commission investigated construction and repair of railway equipment under the Cummins-Esch law. Regarding the New York Central Railroad Co., it reported:

"Upon investigation it appeared: That the cost to respondent was in the neighborhood of \$3,000,000 in excess of the cost of similar work in its own shops," and that "Respondent could have repaired at least

the greater number of the locomotives in its own shops within the time in which the contract work was done."

Regarding the Pennsylvania Railroad Company the Commission makes the same charge, but adds that the cost "included work paid for twice in some instances."

The Farmers' National Council has transmitted this information to Chairman Capper of the Senate Agricultural "Bloc," request-

ing him to use his influence to make the attorney general sue to recover damages.

These are only typical instances of the way hundreds of millions of dollars are

stolen by the railroad financiers. Why not recover and reduce freight rates? Will Senator Capper act? Can the attorney general be forced to act?

ATTORNEY GENERAL MAY BE FORCED BY CONGRESS TO DO HIS DUTY.

Attorney General Daugherty has been having some unpleasant hours and days. His department has been exposed. His inefficiency and negligence have been heralded over the country, and this not by blood-thirsty Democrats as a pre-election publicity stunt, but by honest Republicans in his own party who have some respect for law and decency. They have shown that Mr. Daugherty has failed to prosecute, and they have acquired enough information why he should have prosecuted the great predatory interests which have robbed the American people of scores if not hundreds of millions of dollars. Congressman Woodruff of Michigan can't be called off. The

president of the United States has the power to remove Mr. Daugherty summarily and put in somebody who will look after the rights of the American people. The president did not do this, however. He went over to New Jersey and gave his blessing to Senator Frelinghuysen, who has had a most unenviable record of subervience to the exploiting and financial business interests. There is an old saying still true, "Whom the gods would destroy they first make mad." The additional appropriation of \$500,000 made by Congress to help the attorney general prosecute will not be a substitute for the investigation of his department.

HOUSE WAYS AND MEANS COMMITTEE AND SENATE FINANCE COMMITTEE REFUSE HEARING OF FEDERAL INHERITANCE TAX LAW.

Peoples' Reconstruction League.

While Congress is devoting most of its time to helping the highly protected manufacturers retain their inordinate profits through enormously high protective tariff rates and trying to secure a subsidy of hundreds of millions of dollars a year for the great financial interests which control our shipping, the Senate Finance Committee and the House Ways and Means Committee have refused to give a hearing on the La-Follette-Frear bill for a rapidly progressive tax on large fortunes. The Peoples' Reconstruction League has made their case absolutely clear and their record straight. They cannot be accused of having failed to be frank with the committees. On May 16, the Executive Secretary of the Peoples' Reconstruction League wrote the following letter to every Member of the House Ways and Means Committee:

"The Washington Times of Tuesday, May 9, contains an article headed 'House Policies Controlled by Millionaires. Eleven On Ways and Means Committee Influence All Tax Legislation.' The article contains the following statement:

"The list of them follows:

"Joseph W. Fordney of Michigan, chairman, multi-millionaire lumberman.

"Nicholas Longworth of Ohio, millionaire by inheritance, with large banking and manufacturing interests.

"Allen Towner Treadway of Massachusetts, millionaire hotel man.

"Ira C. Copley of Illinois, multi-millionaire owner of public-utility corporations and of coal mines.

"Luther W. Mott of New York, millionaire banker and former president of the New York Bankers' Association.

"Isaac Bacharach of New Jersey, millionaire banker, lumberman and broker.

"Charles B. Timberlake of Colorado, millionaire banker, with banking connections with the coal interests of his State.

"Henry W. Watson of Pennsylvania, wealthy retired manufacturer.

"Thomas A. Chandler of Oklahoma, millionaire oil magnate.

"Ogden Mills of New York, multi-millionaire railroad director and corporation lawyer and director."

"I would again most respectfully request a hearing within the next week on the Frear bill H. R. 10054, to levy a rapidly progressive inheritance tax upon large fortunes.

"The Congress is in error if it thinks for a moment that the American people will condone Congress' betrayal of the American people in enacting a revenue bill during the last Congress for two years, which reduced surtaxes upon large incomes, repealed the tax upon excess profits after one year, and failed to tax the concentrated wealth of this country through a rapidly progressive tax upon large inheritances. That revenue bill was an act of perfidy scarcely paralleled in the history of revenue legislation by the National Congress. You have the opportunity to do your duty by restoring a tax upon excess profits and by enacting the Frear bill for a progressive inheritance tax upon large fortunes. Will you do your duty before election, or will it be necessary for the people to elect other representatives who will serve the people, as the Congressmen in taking their oath of office pledge themselves to do, instead of serving the big financial interests of the nation?"

Even this did not open the door for a hearing.

Cards Stacked Against the People.

Lest we forget, we remind the American people that for the first time in the history

of revenue legislation in recent years the Congress adopted a revenue bill for two years. This bill repealed the excess profits tax after the first year. It reduced the surtaxes on incomes. It failed to increase the inheritance tax rates on huge fortunes. The deficit which will result from this will be probably close to \$1,000,000,000 for the fiscal year beginning July 1, 1922, without making any provision for the payment on the nation's enormous debt.

Coal Barons Still Control House Committee on Interstate and Foreign Commerce.

In our last story we briefly outlined the Bland bill entitled "To establish a commission to inquire into labor conditions in the coal industry," and pointed out that it was unsatisfactory because it did not give authority to any Government agency to make public the facts about the coal trade. The House Committee on Interstate and Foreign Commerce has refused to give any hearing on the only real coal bill before the Congress—the Newton bill, known as "The Federal Coal Act." Congressman Newton has not made a reasonable effort to secure a hearing on this bill. He is apparently afraid to do so, and the Administration is afraid to have him; while the President, through the Secretary of Commerce, is trying to persuade the independent coal operators not to profiteer in coal. The Federal Government has abdicated its powers of Government and turned them over to the big financial interests, which are very glad not to be molested in their profiteering.

LABOR TICKET WINS.

Library Vote.....	635
City Hall Vote.....	784
Total Vote.....	1,419

With a total of 1,419 votes cast by far the largest vote ever polled in a city election in Roseville, the Labor candidates, J. E. Stine, Richard H. Wells and Walter M. Turner, won by a magnificent majority over Dr. Bradford Woodbridge, H. A. Patrick and W. T. Butler in yesterday's election.

Total Vote.

Butler	454
Patrick	412
Stine (Labor candidate).....	915
Turner (Labor candidate).....	932
Wells (Labor candidate).....	916
Woodbridge (Labor candidate).....	529

This is a splendid victory for Union labor and the union men of Roseville, who have waged an aggressive campaign for improved conditions in this city.

While the campaign has been hard fought the past two weeks, the clean manner in which it was conducted has brought words of commendation from everyone.—Roseville (Calif.) Register.

Washington, D. C., May 29, 1922.

To the Labor and Reform Press:

There are three fundamental principles that should have the widest publicity. They are:

"No freedom loving citizen should vote for any candidate who will not pledge himself to oppose any form of compulsory labor law.

"No justice loving citizen should vote for a candidate for any office who will not pledge himself to oppose injunctions and contempt proceedings as a substitute for trial by jury.

"No freedom loving citizen should vote for any candidate who will not pledge himself to vote for legislation abolishing child labor."

The fact that there are organizations and individuals striving in every way to secure legislation in various states that will establish compulsory labor makes it necessary to keep continually before the wage earners and their sympathizers how abhorrent such legislation would be.

The readiness with which judges are issuing injunctions restraining wage earners makes it imperative that attention should be called to the menace in judge-made law. Therefore permit me to request that you print in every issue of your publication the above three principles at the head of your editorial columns at least until after the elections of 1922. This will be of great assistance to the cause of Labor.

With best wishes and assuring you of my desire to be helpful in any way within my power, I am,

Fraternally yours,

SAM'L GOMPERS,

President, American Federation of Labor.

THE "AMERICAN PLAN."

Editor Daily News:

The American plan is a tyrant's clan,
To own the workers' body and soul,
To work all day, without sugar in your tay,
And reach a pauper's goal.

And just hit the ball
From spring to fall,
In rain, sunshine, hot or cold.
All year 'round
Keep your nose to the ground,
And then reach a pauper's goal.

They cut the wages right and left
And the cost of living soaring high,
And the big land sharks
Jacks up his rent,
And let's the rest of the world go by.

Beneath the grand old Stars and Stripes,
Where the western breezes blow,
The American plan is a tyrant's clan
For they let the big thief go.

So toe the block at eight o'clock,
And watch the flag run up the pole,
And work with cheer for 99 years,
And then reach a pauper's goal.

—M. J. McGuire, 288 Guerrero St.
—Daily News (San Francisco, Calif.)

BACK YARD WAR ENDED.

By Rollin Lynde Hartt.

When Billy Boy was single—that is to say, an only child—you mourned, "Now isn't it heartbreaking to watch him, day after day playing all by himself." But when Little Brother joined the tribe, and, having attained the dignity of pink rompers, set up in business as a partner for Billy Boy, oh, the surprises!

Instead of playing together amicably, as Christian brethren should, Billy Boy and Little Brother fought perpetually and with great venom, so that you divided your time between settling disputes and quelling what the country jokers call "wars and tumors of wars." And over and over again you asked, "Why has applied science never got out an invention to make two urchins play together without yelling, 'No fair!' or squabbling over which turn is whose, or wickedly pulling hair and punching noses?"

To this question, the answer is: Applied science long ago devised exactly the contrivance needed, and christened it the Teeter Board. Probably no other invention since the dawn of history has accomplished so much toward the maintenance of peace among urchins. Slow, rhythmic chirrups of "Teacher taught 'er! Milk and water!" replace oburgations threatening battle, murder and sudden death. There are no temptations prompting Billy Boy to thwart the ambitions of Little Brother, or Little Brother to bring to naught the inspired enterprises of Billy Boy. Where discord reigned of yore co-operation becomes literally the whole thing, and lo, all is for the best in the least turbulent of all possible back yards.

No doubt you will be inclined to suspect that perhaps the experts retained by Community Service had your own back yard in mind when they devoted their attention, the other day, to designing the ideal teeter board. One that works. One that is safe. One that lasts. One that suits not only back yards but public playgrounds as well.

To produce this work of genius, you think first of the foundations. After digging two holes, three feet deep and about ten inches square and a foot and a half apart from center to center, you make ready a preparation of cement, for which the recipe runs thus: Take a shovelful of Portland cement, two shovelfuls of sand, and four shovelfuls of gravel, and mix with water.

You pour a little of the mixture into the holes. Then in each hole you plant a wooden upright five inches square and five and a half feet tall, with two-inch holes bored through it four inches from the top. A lot depends on the care with which you put the wooden uprights in place. They must be exactly plumb, and the two-inch holes bored through them near the top must exactly face each other, as through those two-inch holes a galvanized pipe is to go. More specifically a pipe two feet and two inches long and two inches thick, with a hole bored near each end. Again to be specific, a hole three-eighths of an inch across and bored where it will leave a spare inch of pipe beyond it. You pass an ox-bow pin through each of these holes in the pipe to keep it firmly in place.

Now, when you have poured in the cement to make a solid mass around the foot of each upright, you may pause for rest, contemplation, and a few ginger snaps.

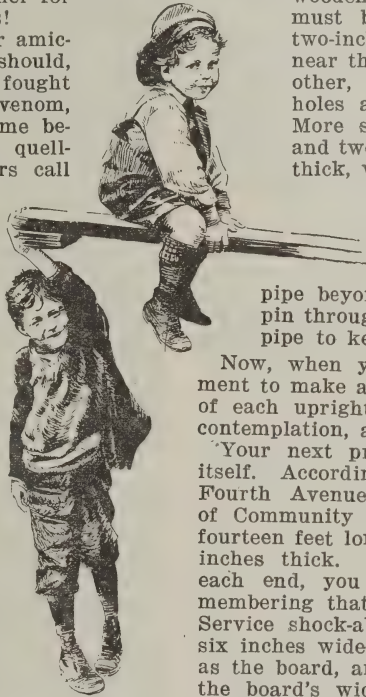
Your next problem is the teeter board itself. According to instructions from 315 Fourth Avenue, New York, headquarters of Community Service, the board must be fourteen feet long, ten inches wide, and two inches thick. On its under side and at each end, you nail a shock-absorber, remembering that the regulation Community Service shock-absorber is a piece of wood six inches wide and of the same thickness as the board, and having a length equal to the board's width. Then no cruel bumps will afflict Billy Boy and Little Brother.

It remains to provide a pair of cross-pieces for the under side of the board near its middle. You cut strips of wood ten inches long and two inches square and nail them on, each placed an inch and a quarter from the exact middle of the board.

When the concrete has hardened completely, you put the board into position on the galvanized pipe. Beautiful! A faultless fit! The crosspieces, with a gap of two and a half inches between them let the pipe through to a nicety.

But have you finished, quite? Yes, if the board is to be taken indoors at nightfall. Otherwise you provide yourself with a piece of sheet iron a foot and a half long, ten inches wide and an eighth of an inch thick, and screw it into the under side of board across the pipe and cross-pieces. That will effectively prevent slipping, no matter how violent the enthusiasm of Billy Boy, or Little Brother, and of the "candle-stick"—namely, yourself.

Summer for health and some'r not, says the U. S. Public Health Service. Look out for typhoid fever on your vacation.



A Compilation of Labor News

By the A. F. of L. News Service.

RAILROADS ARE ENFORCING GIGANTIC LOCKOUT.

A Compilation of Labor News by the A. F. of L. News Service.

The contracting of repair work by railroads is a gigantic lockout of their shop employes.

These workers are notified that all connection between them and the railroad is at an end, and if they desire to remain employed they must apply to the private company that has contracted to do the railroad's repair work.

Then the shop employes find the purpose of the lockout—they are offered lower wages, longer hours and harder working conditions.

The railroads defend this contracting by the claim that it is no different from other contracts they enter into.

This claim is not superficial. It will not stand analysis.

By locking out these employes the roads have broken contracts which call for specified notice before termination; they have violated seniority rights which workers secured after long service, and they have ended privileges that have always been associated with railroad work.

To say that the railroads discharged these workers is to play with words. The railroads do not want these workers to quit. If they did quit the railroads would turn on their tap of public virtue and hysteria that served them in their campaign for the Cummins-Esch bill and on every other occasion when their hand is open rather than fist shape.

The Cummins-Esch law provides that wages shall be "just and reasonable," and the railroad labor board is to decide. The scheme of private contracting takes wages of these employes outside the board's jurisdiction and nullifies the intent of congress.

The law also empowers the board to act in any dispute that "is likely to substantially interrupt commerce."

It must be borne in mind that the rail-

roads demanded this law and their newspapers insisted on its passage. The latter called upon every citizen to join the chorus for justice to the public, the railroads and the employes.

This charming picture, however, has been disarranged since the financiers have squeezed the Cummins-Esch act for about the last penny and now consider it a liability, rather than an asset in their labor crushing policy.

Its labor provisions are flouted by the men who made the law possible and their newspapers are mute. The contracting with private companies has been most brazen. No one denies that these companies are dummies without capitalization or financial standing and use the shops of the railroads they have contracted with.

The board has recently ruled in the case of an obscure railroad, that its contracting is a violation of the Cummins-Esch law and that while the decision applies only to that road, the principle will be applied to all others when their cases are reviewed.

And the other roads quickly notify the board, through the public press, that the board's policy will be resisted.

The purpose of this lockout is clear. The railroads want cheaper production, regardless of justice, law, contracts, custom and understandings between men.

It now remains for some federal judge to exonerate the railroads and envelope with his clammy legalisms and cob-webby lore the attempt of the roads to violate law and degrade working conditions at the same time.

This lockout will be remembered by workers the next time they are assured that their dependence upon economic power would not be necessary if they "trust a government board to ascertain the facts and then depend upon public opinion to enforce a just award."

This is the favorite sing song to labor of those editors who are now silent while the railroads wreck the law they jammed through congress with the aid of the most extensive lobby ever assembled.

Poetical Selections

Hope's Vision.

Mankind at home and those in foreign climes

Regard not now their brothers' crying need;

Increasing violence and common crimes

Unblushing graft, monopoly and greed—

All these and more in Mammon's shameless reign

Are to be met and overcome with good,
For men shall learn to loathe ill-gotten gain
Through ministries of love and brotherhood.

When sympathy shall conquer want and sin,

When Capital and Labor's strife is stilled,
When Right and Justice shall the conflict win,

Hope's vision fair will be at last fulfilled;
Through harmony man's selfishness shall
cease,
And Love sustain, some time, industrial
peace.

—Margaret Scott Hall.

THE FLOOD.

Dark clouds hung low along the lofty range
When broke the storm. Hell's fury seemed
unleashed

To wreck and ruin all the universe.
The lightning played among the giant peaks
And crashing thunder smote the mountain-
side;

The awful din of elements at war
Was echoed from the canyon depths below.
Clouds burst asunder and a deluge came,
'Twas thus that nature, in her maddest
mood,

Sent down the raging waters of the flood
To scourge the fertile valleys of the plain,
And fair Pueblo man had builded there
Was crushed and maimed, now prostrate,
bleeding lies,

But not for long; the spirit that has made
This wonder city of the west survives,
And men will build with bigger, broader
plans

To meet the wrath of Nature unafraid.
—Walt Drummond in Typographical Journal.

REGISTER AND VOTE.

"Tis known that many workmen
Don't vote election day;
And in the end you may be depend
They have to dearly pay.
This carelessness on their part ,
Makes the "open shoppers" gloat;
'Twould be far different if they all
Would register and vote.

The "big mitt" politician
Who is out to get the loot,
Don't give a rap how much you kick,
Denounce or resolute.
A simple method can be used
To get this fellow's goat—
Make up your mind to take the time
To register and vote.

They like to tell about the poor
Downtrodden workingman;
While on him they will tread
A little more, where'er they can.
They would not pull that kind of stuff—
Of this fact make a note—
If all those who are next to them
Would register and vote.

—Thomas H. West

Labor's March.

From out the past these serried hosts
Have marched through ages long—
'Neath whip and scourge, with death's
grim dirge,
Oppression, hate and wrong.

Sold like a chattel with the land,
Scorned by his brother's hand,
At last they rise and form new ties,
Find union in one band.

They front the future with a hope
The past has never known,
When brothers all they break the thrall
That bids them fight alone.

The past is gone—forever gone—
No more shall Labor pray,
But know its power, and in that hour
No man can say it nay.

—May Bertha Kerr.

Smiles

It Was All the Same.

Two doctors met one day, and one said
to the other: "I hear you operated on
Smith yesterday. What did you do that
for?"

"Why for a thousand dollars."

"Yes, I know," replied the other; "but
what did you operate for?"

"Why"—with some impatience—"for a
thousand dollars."

"Yes, yes, I know; but what I mean is,
what did Smith have?"

"Why, I've told you twice already—a thou-
sand dollars."

The Boss—What do you mean by such
language? Are you manager here or am
I?

Jones—I know I'm not the manager.

The Boss—Very well, then, if you're not
the manager, why do you talk like a
blamed idiot?—The Stenographer.

What Cohen Had.

Cohen was a local salesman for a New
York woolen concern. The depression in
business being serious, he was willing to
go a little out of the way for an order.
One day, in a spirit that reflected reckles-
sness as well as hope, he invited a pros-
pective buyer out to dine.

The guest picked up the menu, studied
it, and ordered from soup to nuts. The
waiter turned to Cohen.

"What will you have, sir?"

Cohen despairingly replied: "Gimme tea
and toast."

From across the table came the mildly
surprised query of his friend: "What's the
matter, Cohen, on a diet?"

"No. On commission."

Her Husband—What's the idea, hangin'
an old tire on the door of the garage?

Mrs. Speedup—For luck. Horseshoes are
so awfully old-fashioned.—Houston Post.

Slick Scheme.

"Our mamma is very kind to us. Every time we drink our cod-liver oil without crying we get a dime each."

"And what do you do with the money?"

"Mamma buys more oil with it."—Ex.

Scout Bill—Hey, Jack, don't those two babies in the next house keep you awake all night?

Scout Jack—No; each one howls so loud I can't hear the other, and the result is absolute silence.—Boys' Life.

Lodge Notices

LODGE NOTICES.**Careman—Mrs. Careman.**

Henry Careman, you are wanted by Mrs. Careman, please correspond with same. Address 205 W. Adams St., Springfield, Ill.—Walter Pasko, S., L. 22.

Black—Lodge 566.

Ed. Black, Reg. No. 417099 owes borrowed money amounting to \$15.00 to E. Brown. Any Secretary taking up his card will please hold same until this debt contracted Sept. 1920, is paid. Thos. M. McCabe, S., L. 566.

Loose—His Brother.

Any one knowing the whereabouts of Geo. Loose kindly communicate with his brother Edward Loose, 119 So. 4th St., Burlington, Ia.

Ball—Lodge 32.

Any Secretary taking up the card of Frank Ball, Reg. No. 168467 will please hold same until he pays a bill of \$9.08 that he owes Burth Grocery Co., Kansas City, Kas. W. E. Dwyer, S., L. 32.

Danielson—His Son.

Any one knowing the whereabouts of Marcus Danielson, Reg. No. 18201, kindly communicate with his son, Christ R. Danielson, 619 7th Ave., Clinton, Ia.

Green—Lodge 663.

Any Secretary taking up the card of Albert Green, Reg. No. 39371 will please hold same until he pays a board bill of \$10.00. W. Stett, C. S. L. 663.

Lost—Due Book and Clearance Card.

Bro. Nicholas Keiser reports having lost his due book and clearance card. Finder will kindly forward to the undersigned. Thos. Allen, Sec. L. 533.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.

Shadler and Dobson—Lodge 163.

Brother F. Shadler, Reg. No. 368840, boilermaker, was granted a withdrawal card by Lodge 163 on August 5, 1921, and Brother Jos. P. Dodson, Reg. No. 2714, boilermaker, was granted a withdrawal card by Lodge 163 some 24 months ago, and both have been working at trade with card in their possession. At regular meeting a decision was arrived at that both withdrawal cards stand revoked and both former brothers pay a fine of \$25.00.—D. J. McGuinness, S., L. 163. February Journal.

Baker—Lodge 504.

Any Secretary taking up the card of Brother C. H. Baker, Reg. No. 63543, will please hold same and notify the undersigned, as he left here owing money to a number of members.—R. C. Kiddy, S., L. 504. February Journal.

Thurston—Lodge 209.

Any Secretary taking up the card of Brother J. H. Thurston, Reg. No. 116919, will please hold same and notify the undersigned, as he left here owing a clothing bill of \$28.00.—H. P. Morrow, S. T., L. 209. February Journal.

Valencia—Lodge 98.

Any Secretary taking up the card of L. B. Valencia, Reg. No. 329396, will please hold same and correspond with the undersigned, as he left here owing \$10.00 borrowed money from this local.—H. Petty, S., L. 98. February Journal.

Trask—Lodge 187.

Any Secretary taking up the card of Brother E. F. Trask, Reg. No. 395918, will please hold same and notify the undersigned, as this brother left here owing this local \$16.—Russell Shornick, S., L. 187. February Journal.

Shannon—Lodge 221.

Any one knowing the whereabouts of M. R. Shannon, Reg. No. 401941, formerly of Cattlesburg, Ky., will please hold card and communicate with the undersigned, as this brother left this city owing \$50.00 and a grocery bill.—W. P. Wright, S., L. 221. March Journal.

Ryan, Et Als—Lodge 163.

Any Secretary taking up the cards of James Ryan, Reg. No. 76605; James Kerrigan, Reg. No. 281004; James Whalen, Reg. No. 127490, and Patrick J. O'Brien, Reg. No. 110060, will please hold same and correspond with Lodge 163, as these brothers owe money they borrowed from J. D. McGuinness, C. and F. S., L. 163. February Journal.

Hiller—Lodge 11.

I am in receipt of a communication from Jerry Hendrickson, S. T., Maintenance of Way, L. No. 1835, at Mitchell, S. Dakota, stating that Boilermaker Jas. Hiller, Reg. No. 52296, left Mitchell owing about \$200.00. Brother Hiller took a clearance card out of L. 11. Any Secretary taking up this card will please hold same and communicate with the undersigned.—A. M. Dustin, C. S., L. 11. March Journal.

Watts—Lodge 738.

Any one knowing the whereabouts of Raymond H. Watts, Reg. No. 174523, please communicate with Sec'y of Local 738, as he left here without clearance card and owes a grocery bill of \$55.86.—C. G. Hertel, F. S. & T., L. 738. March Journal.

Williams—Lodge 320.

Any one knowing the whereabouts of G. A. Williams, Reg. No. 155596, who left here in October without a clearance card, owing members of this local borrowed money, please communicate with B. F. Birdsong, S., L. 320. March Journal.

Carrington—Lodge 307.

J. C. Carrington, Reg. No. 45685, left Lodge 307 owing it \$20.00, without applying for a clearance card. Any Secretary who knows this brother's whereabouts please notify W. E. Pearce, 327 4th Ave., S. W., Great Falls, Mont., Sec'y Lodge 307. April Journal.

Casler—Lodge 328.

Any Secretary taking up the card of Wm. Casler, Reg. No. 18018, hold same until he squares up for his fare to Mexico by taking the matter up with Sec'y Lodge 328. April Journal.

Boyles—International Lodge.

Any Secretary taking up the card of James Boyles, Reg. No. 40381, forward same to the International Secretary-Treasurer, on account of him receiving transportation from the Santa Fe railroad from Kansas City to Amarillo, amounting to \$21.58 and failing to comply with the thirty-day contract he signed with the employment department.—Wm. Atkinson, Asst. Int. Pres. May Journal.

Lindberg and Dundan—Lodge 481.

Brothers Alden Lindberg, Reg. No. 207496 of Local 34, Brooklyn, N. Y., and Albert Dundan, Reg. No. 309367 of Local 200, Staten Island, N. Y., borrowed \$5 each last July of Lodge 481, Lyndon Center, Vt., which they promised to pay back in six months, but have never been heard from.—O. L. Downer, C. S., L. 481. May Journal.

Kenney—Lodge 160.

Brother M. J. Kenney, Reg. No. 21602 withdrawal card has been revoked until he pays this Lodge \$9.00, which he owes.—Raymond Wise, F. S., L. 160. May Journal.

Wells, Et Als—Lodge 32.

Shirley O. Wells, Reg. No. 840173, left bills in Kansas City amounting to \$65. Lodge No. 4 collected \$16.00 of this amount and then released the card. A. J. Ray, Reg. No. 84077 left Kansas City owing bills amounting to \$44.40, clothing, borrowed money and laundry. Two local secretaries have had this brother's card and failed to collect the bills. A. J. Ray is now carrying a letter supposed to be from the secretary of Local 328, saying that he has paid these bills. Chas. Heising, Reg. No. 92202 owes a board bill of \$6.00. Secretaries will please collect these bills before issuing card.—W. E. Dwyer, S., L. 32. May Journal.

Meyers—Lodge 130.

Otto Meyers, Reg. No. 91408, left here owing a board bill of \$36.00. Any Secretary taking up the above mentioned card, please notify the undersigned.—V. H. Hurley, C. F. S., L. 130. June Journal.

Jackson—Lodge 723.

F. L. Jackson, Reg. No. 100393, changed the date on his service letter and secured a pass from Los Angeles, Calif., to Tucson, Ariz., through the efforts of our Chairman. After checking up on the letter and finding it out of date, Local 723 had to pay the S. P. \$25.00 for transportation.—W. F. Beardon, Sec. L. 723. June Journal.

Platt—Lodge 235.

Any Secretary taking up the card of Brother W. W. Platt, Reg. No. 1471, please hold same and correspond with the Secretary of Local 235 as this brother obtained a pass from here to Atlanta, Ga., under false pretense.—S. V. McDonald, Sec. L. 235.

**AGENTS**

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Cured Her Rheumatism

Knowing from terrible experience the suffering caused by rheumatism, Mrs. J. E. Hurst, who lives at 508 E. Olive St., B-221, Bloomington, Ill., is so thankful at having cured herself that out of pure gratitude she is anxious to tell all other sufferers just how to get rid of their torture by a simple way at home.

Mrs. Hurst has nothing to sell. Merely cut out this notice, mail it to her with your own name and address, and she will gladly send you this valuable information entirely free. Write her at once before you forget.

Vigor Of Youth In A New Discovery

Science Produces a Vitalizer Superior to Famous Gland Treatment—Magic Power of a Bark From Africa.

Have you lost your youth, vigor and "pep"? Does life seem dull and work a grind? Don't worry. Science has discovered a new vitalizer superior even to the much discussed "goat gland" and "monkey gland" treatment. Anyone can now quickly and easily regain the vitality and eagerness of youth and do it in the privacy of the home.

The principal ingredient is an extract from the bark of an African tree. It is said to be the most amazing invigorator ever discovered. Combined with its other tonic and vitalizing elements of proved merit. In most cases the compound produces marked improvement in a day or two, and in a short time the vitality is raised, the circulation improves and the glow of health is felt in every part.

The laboratories producing this new vitalizer, which is called Re-Bild-Tab, are so confident of its power that they offer new customers a large \$2 supply for only \$1 and guarantee to refund the money if the remedy fails to give results in one week.

Any reader of this paper may test the new discovery without risk. Send no money, but just your name and address, to the Re-Bild Laboratories, 174 Gateway Station, Kansas City, Mo., and a full \$2 treatment of Re-Bild-Tab will be mailed. On delivery, pay the postman only \$1 and postage. If not delighted with the results at the end of a week, notify the laboratories and your money will be refunded in full. Do not hesitate about accepting this offer, as it is fully guaranteed.

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Forbids Both Strikes and Lockouts
Disputes Settled by Arbitration
Steady Employment and Skilled Workmanship
Prompt Deliveries to Dealers and Public
Peace and Success to Workers and Employers
Prosperity of Shoe Making Communities
As loyal union men and women, we ask you to demand shoes bearing the above Union Stamp on Sole, Insole or Lining.

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246 Summer Street, BOSTON, MASS.

Collis Lovely, Gen. Pres. Charles L. Baine, Gen. Sec.-Treas.

BOILER MAKERS' JOURNAL FASHION ARTICLE.

Now that warm days are approaching white has stepped to the front of the Fashion stage, and reports as foremost in current favor, for both skirts and blouses, as well as for suits and dresses.

This is true in both cotton and silks for waists, with the exception of net waists which are shown almost entirely in soft ecru tints.

In waists of cotton, it is the strictly tailored style that is most desired, in tuck in style and that calls for the skirt with a neat waistline finish, and simple lines.

Blouses for dressy wear in over skirt style, are made up in crepe de chine and georgette. Some of these models fall straight over the upper part of the skirt, and are finished with a string girdle. They are worn with a plain skirt or plaited skirt.

Novelty pockets are an outstanding feature of the new skirts; some in crescent and pouch effects, flower pot and basket shapes.

A novel way of trimming a skirt of white flannel is to have inset pieces of lighter material at the sides and in the belt if desired, and these pieces embroidered in colors.

Taking the place of the fringe one sees so much on tweed and homespun, one finds on wash skirts a clever loop trimming. Bands of hand drawn work, and block designs like Grecian keys, butterflies and flowers are used to decorate summer skirts.

Sports styles continue in favor and the continued popularity is assured of dresses, sweaters and suits in knitted fabrics. It is predicted that before the approach of Fall every woman will wear outer garments of such material.

The new frocks are noticeable particularly in one respect—the sleeve on which all designers this season have spent much thought.

The very newest sleeve "expression" is wide at the armseye, from which it runs straight to the elbow, and curves suddenly, lying close to the arm from elbow to wrist.

For children as well as for grownups there are straight one-piece dresses, that slip over the head, and do away with the work of fastening.

4031. Child's Romper. Cut in 3 Sizes: 6 months, 1 year, and 2 years. A 1 year size requires $2\frac{1}{4}$ yards of 36 inch material. Price 12c.

4032. Child's Dress. Cut in 5 Sizes: 1, 2, 3, 4, and 5 years. A 4 year size requires $2\frac{3}{4}$ yards of 36 inch material. Price 12c.

4028. Ladies' Dress. Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. To make the dress for a medium size will require $4\frac{3}{4}$ yards of 32 inch material. The width at the foot is a little over 2 yards. Price 12c.

4020. Misses' Dress. Cut in 3 Sizes: 16, 18, and 20 years. An 18 year size requires $5\frac{1}{4}$ yards of 32 inch material. Price 12c.

4017. Juniors' Dress. Cut in 3 Sizes: 12, 14 and 16 years. A 14 year size requires $4\frac{1}{4}$ yards of 32 inch material. Price 12c.

4018. Girls' Dress. Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires $3\frac{3}{4}$ yards of 32 inch material. Price 12c.

3656. Ladies' House Dress. Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size will require 5 yards of 36 inch material. The width of the skirt at the foot is 2 yards. Price 12c.

4022. Ladies' Apron. Cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium size requires $2\frac{1}{4}$ yards of 40 inch material. Price 12c.

Catalogue Notice.

Send 12c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1922 CATALOGUE, showing color plates, and containing 500 designs of Ladies' Misses' and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various simple stitches), all valuable hints to the home dressmaker.

Send all orders for patterns and catalogue direct to the Beauty Pattern Company, Dept. B. J., 7057 Jeffrey Avenue, Chicago, Ill. Be sure to give number and bust measure for ladies' patterns and number and age for children's patterns.

Where two numbers appear on one plate two patterns are illustrated and 12c should be forwarded for each. Ten days should be allowed for delivery of patterns.



THE BOILERMAKERS' AND IRON SHIP BUILDERS' JOURNAL

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**INTERNATIONAL BROTHERHOOD OF BOILER MAKERS
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Office of Editor-Manager, Suite 524, Brotherhood Block, Kansas City, Kans.

THE WAGE CONTROVERSY OF THE R. R. SHOPMEN

A Statement of the Case for the Railway Shopmen.

To aid in forming an intelligent public opinion concerning the strike of the railway shop craft employees, the following statement is presented outlining the development of, and the issues in, the wage controversy between the railroads and their employees.

History.

History. 1. Prior to the world war, for many years, the wages paid to a majority of workers in the transportation industry were utterly inadequate. The average annual earnings of all railway employees in 1900 were \$567.00 and in 1913 were \$757.00. (Report of B. M. Manly, former joint chairman of the War Labor Board.) Yet the minimum subsistence budgets of this period showed that at least \$800.00 was necessary barely to support a family (U. S. R. R. Labor Board Decision 1028); and the cost of living on a "minimum level of health and decency," as shown by statistics of the United States Department of Labor, for the year 1914 was \$1,316.85. The average annual earnings of section men 1912-1915 were \$429.93 (I. C. C. Report 1915).

The failure of wages of railway workers to keep pace with rising costs of living, prior to, and in the early years of, the European war explains: (1) The vigor with which these wage earners have sought increases and opposed reductions in wages; (2) the pressing necessity for raising wages during the war period; and (3) the injustice of fixing wages today on a basis of buying power no greater than that of the insufficient pre-war wages.

2. During the war period heavy increases in wages were absolutely necessary; first, merely to maintain the buying power of pre-war wages in the face of a more than doubled cost of living; second, to retain in public service employees, such as the shop craft men, who were being drawn into pri-

vate industries through the higher wages there offered.

The railway employees were not unduly favored by the government. The buying power of railroad wages in the last half of 1921 was no higher than the buying power of the starvation wages of 1900—which averaged \$567.00 per year. (Manly Report.) This was prior to the reductions in pay, and changes in rules still further reducing pay, that brought on the present strike.

The fiction of political favoritism of railway workers was finally exploded in recent hearings before the Senate Interstate Commerce Committee, which disclosed that the leading railway executives, fearful of losing valuable employees, had advised larger wage increases than those actually put in effect by the government!

3. After the war there came a concerted and organized demand from large employers, for lower wages in all lines of industry. It was urged: first, that labor had taken advantage of war conditions to obtain excessive wages; and second, that high costs of living could not be lowered except through wage reductions. Both these claims were essentially false.

First, in unionized trades outside of transportation and mining, the buying power of wages in 1918 was 66% of that of 1907. In 1919 it was 71%; in 1920, 81%; and only with declining prices in 1921 did it reach 94% (Manly Report). In the mining industry wages were still lower in buying power during the war period than in 1907. The transportation workers, as previously shown, just managed to remain on the level of the miserable pre-war wages.

Second, a true "high cost of living" is only found when prices rise more rapidly than wages. A reduction in the wage level, without similar price reductions, will necessarily increase the "cost of living" to the

vast majority of the workers; and at the same time, by reducing their mass purchasing power, insure an industrial depression and decrease employment, thus further lowering individual and mass buying power. All these results have followed the campaign to deflate labor, the purpose and result of which has been—not to reduce the "cost of living"—but to increase the value of income from fixed investments.

The organized money power, which has planned and carried out a national program to reduce wages, has served the obvious interest of large security holders, primarily. They are a tiny group, less than fifty thousand out of one hundred million people, but the most powerful and well organized in the United States. Five per cent interest on \$10,000 before the war would pay for one year's labor of a factory worker, or of a section man on a railroad. But immediately after the war the owner of \$10,000 of 5% bonds could not pay out of that income for more than six months' labor of such a worker. The effect of higher wages (in dollars) and higher prices, if permanently maintained, would have been like that of a capital levy, upon owners of fixed investments, thereby forcing a fairer distribution of the war burdens than the financial powers, who dominate in our social, industrial and political life, would permit.

Organized Money Declares War on Organized Labor.

The Pujo Committee proved the existence of a "money trust" in the United States. The operation of this organized money power in the control of the railways is demonstrated in charts recently presented to the Interstate Commerce Commission which show:

a. That 12 New York banks hold 267 directorships in 92 Class One railroads—an average of 3 for each, but with more directors on the more important roads.

b. That 25 men, averaging 8 directorships apiece, link together 99 Class One railroads operating 211,280 miles—or 82% of the railroad mileage.

c. That the most important railroad equipment companies and coal mines are controlled by the same combination.

d. That T. DeWitt Cuyler, Chairman of the Association of Railway Executives and W. W. Atterbury, Chairman of its Labor Committee—the leaders of the drive of the railroads for wage reductions—are 2 of the 25 men representing the banking combination that dominates the operation of American railroads.

The organized money power has been carrying on since the close of the war a nation-wide campaign:

1. To reduce wages and prevent attainment of a true "American standard of living";

2. To break down the effectiveness of labor organizations and establish the so-

called "open shop," which is in fact an anti-union shop, in all important industries.

The steel workers, the coal miners, the building trades, the garment workers and almost every other large group of organized employes have been forced into a desperate struggle to prevent drastic reductions in wages. Yet it was shown in the *Annals of the American Academy of Political and Social Science* for September, 1921, that—

"Despite the tremendous increases in wages experienced during the last six years, only few classes of wage-earners have succeeded in keeping pace with the increased cost of living. . . . And if the great mass of workers, as was seen in the early part of this article, did not receive what is authoritatively considered an American living wage before the present advances in prices had begun, their standards at the present time are necessarily lower."

But under the impetus of this national campaign of financial interests the Railroad Labor Board ordered a reduction in wages of railway employes, effective July 1, 1921, which averaged 12½%. Following this large decrease came extensive hearings ending in orders for further wage reductions, accompanied by indirect and severe cuts in pay caused by changes in rules and by the widespread, illegal practice of railroads in contracting out work, and even their entire shops. The shop-craft men have refused to work under these proposed terms and a comparison of the wages offered and present costs of living will make clear the justice of their position.

Principles for Finding What Is a "Just and Reasonable" Wage.

According to the provisions of the Transportation Act, the Labor Board is required to establish "just and reasonable" wages, and in determining what is "just and reasonable" to consider—"the relation between wages and cost of living." There is not a word in the Act suggesting that the Board should consider, in fixing wages, the financial obligations, or general prosperity, of the railroads. It had been a settled principle in wage arbitrations for a generation prior to the creation of the Labor Board, that the financial condition of a railroad had no bearing upon the determination of just wages. Otherwise, it would follow that wages for the same work would be higher on prosperous roads than on poorly located or inefficiently operated roads. Would any one suggest that a machinist in Chicago, working for the Chicago & Alton, should receive less for the same work than a machinist working in the same city for the Illinois Central, merely because Chicago & Alton stock sells at \$10.00 a share and Illinois Central stock sells at \$100.00 a share?

Again, let it be noted that in the management and financial control of the railroads the wage-earners have no voice. They cannot prevent inefficient, wasteful operations. They cannot prevent the milking of the roads through contracts with management-controlled equipment companies, or the farming out of work, such as that recently

exposed before the Interstate Commerce Commission whereby the New York Central and Pennsylvania wasted \$3,000,000. They cannot prevent the dishonest increase of capital obligations, such as the \$60,000,000, added by Harriman to the liabilities of the Chicago & Alton, which the Interstate Commerce Commission found represented not one dollar of additional investment.

Again, there is a sound economic principle that a business must pay a living wage to its workers. Otherwise they can only live out of the surplus from some other industry. How absurd to suggest that the railroads, essential to the entire business of the country, should be a parasitic industry, whose workers should be supported by outside contributions. Of all industries it is most clear that transportation charges must and can provide wages sufficient to furnish the lowest paid employe with a decent living.

Railroads Shift Their Financial Burdens to Employes.

In the hearings before the Labor Board, which resulted in the wage reductions of July 1, 1921, and the reductions which were to take effect July 1, 1922, the railroads insisted that their financial condition should be considered, and that the finding of a "just and reasonable" wage should depend in part upon the relation of their financial needs and their revenues. Early in the hearings the Board took the proper position that—

"All questions involving the expense of operation or necessities of railroads, and the amount of money necessary to secure the successful operation thereof are under the jurisdiction, not of this Board, but of the Interstate Commerce Commission."

Thus the Board approved the principle established and accepted by all arbitrators and courts from 1893 to 1921, including Federal Judges Caldwell, Riner, Woolson, Sheppard, Maxey, and Arbitrators, Charles R. Van Hise, Oscar S. Straus, Frederick N. Judson, Albert Shaw, Otto Eidlitz, Daniel Willard, Seth Low, John H. Finley, W. W. Atterbury, A. E. Smith, James J. Storrow, Franklin K. Lane, Charles C. McChord, William Howard Taft and many others.

This line of authority was summed up by Professor Taussig, in commenting on the Boston Elevated Railroad Arbitration, as follows:

"Precisely the same point has been under consideration in various arbitrations between the great railway systems and their employes. Here, too, statements were made by the railroads that they were not in a financial position to meet the higher wages, or at least the weaker among them were not. In these cases, also, the arbitrators decided that the current financial position of the railways was immaterial. The men were entitled to an award of fair wages. The companies had shouldered the risks of investment and also the risks of public regulation; and their owners, not their employes, must submit to any losses, whether these were due to bad management, misfortune, scant traffic or public regulation."

Yet in its recent decisions, the majority of

the Labor Board has clearly been influenced primarily by the "current financial position of the railways," as indicated by such language as the following taken from the majority opinions.

"It is only patriotic common sense and justice that every citizen, including the railway employes, should co-operate in a cordial spirit, should bear and forbear, until the carriers are back on their feet. When this accomplishment is safely under way, it will then be possible for the Railroad Labor Board to give increased consideration to all the intricate details incident to the scientific adjustment of the living and saving wage, with enlarged freedom from the obligations of the 'relevant circumstances' of the abnormal period, which is now approaching its end. . . . It is idle to contend that labor can be completely freed from the economic laws which likewise affect the earnings of capital. . . . In this connection it must be remembered that the carriers are at liberty to pay to any class of employes a higher wage than that fixed by this Board, whenever the so-called labor market compels, provided, as the Act states, that such wage does not result in increased rates to the public."

It should be noted in this connection that the railroads are now advertising pay as high as \$8.00 per day for men to take the places of those employes who have refused to accept wages of 25% to 50% less, as fixed by the Labor Board.

The organized employes contend that the Labor Board, in reducing wages because of the financial condition of some of the railways (certainly not because of the financial condition of those railways that have been declaring stock dividends!), has not only violated the unbroken line of precedents of courts and arbitrators, but has also violated the Transportation Act; because the Board itself, as above quoted, ruled (February 10, 1921) that such questions were not under the jurisdiction of the Labor Board, but of the Interstate Commerce Commission. It is contended that the only duty of the Board was to fix wages on a scale that would provide for the lowest paid employe a living wage, from which all other wages should be graded upward, according to the skill and responsibility of other employes.

Correct Principle of "Basic Wage."

The principle contended for by the employes, and violated by the Labor Board, is stated by Justice Higgins of the Australian Court of Conciliation and Arbitration, as follows:

"The basic or living wage, the minimum for the unskilled worker, is the primary factor in the fixing of all wages by award; and the fixing of the proper basic wage is necessarily of an importance that can hardly be exaggerated.

"The Court adheres to its practice of dividing the minimum wage award into two parts:

"The 'basic wage,' the minimum to be awarded to unskilled laborers, or the basis of the normal needs of an average employe regarded as a human being living in a civilized community"; and the other, the 'secondary wage,' the extra payment to be made for trained skill, or other exceptional qualities necessary for an employe exercising the functions required."

This is the reason why so much attention has been directed to the "basic wage."

recently proposed in the decision of the Labor Board fixing 25c per hour as the minimum pay for maintenance-of-way men. Chairman Hooper claims that the "basic wage" is not this minimum, but is the average fixed for all section men, that is, 32.7c per hour. An average wage cannot be honestly described as a minimum wage or basic wage. Even if Mr. Hooper's definition is accepted, the Board has fixed its "basic wage" at only \$800.00 per year, instead of at \$563.00 per year.

Neither of these amounts can be justified as a living wage. It follows that the entire structure of wages reared upon this false foundation is unjust, and that the wages fixed by the Labor Board are not "just and reasonable" wages.

Money Wages and Buying Power.

There is only one method by which a minimum wage can be justified, and that is, that it furnishes the money necessary to provide for the support of a worker and his family under prevailing conditions. To test a wage in terms of dollars is almost as useless as to test it in terms of Russian rubles. Money wages must be translated into terms of commodities—into buying power, before they can be intelligently considered. Therefore, cost of living budgets are the most important evidence in a wage hearing. Yet the majority of the Labor Board held:

"This matter of living standards constitutes an interesting study, but much that is said on the subject is highly theoretical and of but little value. . . . One of the principal troubles with the people of this country today is the abandonment of old-fashioned ideas of thrift and economy, and the indulgence in wastefulness and extravagance."

How could the employees expect justice from men who thus blandly disregarded employes' budgets showing the actual expenditures of 254 typical families—and budgets prepared by the United States Bureau of Labor Statistics and by various independent organizations, including the National Industrial Conference Board, an employers association—and then fixed a basic wage of \$563.00, or according to Mr. Hooper's definition a "basic wage of \$800, thus providing over 200,000 men with little more than half the amount necessary to support themselves and families or a minimum level of health and comfort?

"Basic Wage" Fixed Below Subsistence Level.

Evidence was presented to the Board showing that at a rate of 50c per hour only \$467.56 could be allowed for food, out of full time wages. It was shown to be absolutely impossible to provide adequate nourishment for a family of five on that allowance. The meals provided would give a hard working man an average of 2,235 calories per day. Yet 3,600 calories is necessary for a man doing moderate work, and for heavy muscular work Professor Lusk has fixed a requirement of approximately 5,000 calories.

At 40c an hour, (which is 7.3c over Mr. Hooper's "basic wage") annual earnings should be apportioned as follows:

Food	\$383.20
Clothing	180.00
Rent	240.00
Heat and Light.....	75.00
House Furnishings.....	20.00
Cleaning Supplies.....	40.00
Miscellaneous	41.00

Total.....\$979.20

The food allowances above shown would give the wage earner about 1,550 calories per day. It would allow 10c a meal for the wage earner; 9c for the mother and 12 year old boy; 4c for a 6 year old, and 5c per day for a two year old. No physician would defend such under-nourishment. No household economist can show how a family can be adequately fed, clothed and housed upon such a wage. A thousand dollars may seem like considerable money for persons accustomed to think in terms of dollars, according to their purchasing power of ten or twenty years ago, but in terms of present purchasing power a thousand dollars is an utterly inadequate wage for the head of the family.

The United States Navy Wage Board of Review reported August 31, 1921, with reference to wages for common labor, that "with less than 41c per hour it is practically impossible for him to properly clothe, house, feed and educate his family." But Mr. Hooper's "basic wage" is 8.3c less, and the Board's actual "basic wage" is 18c less than the Navy "basic wage."

Effect of Low Wages.

It is needless to go into an explanation of the proven effect of low wages. Of course, people can live, under-nourished, inadequately clothed, and wretchedly housed. But the effect upon the next generation, the resultant under development and susceptibility to disease, as well as the necessary inefficiency of the worker, has been too well demonstrated to make such wages defensible.

The Federal Children's Bureau reported years ago an infant death rate of 255 per thousand, where the father's income was \$521.00, or less; and a death rate of 80 per thousand where the income was over \$1,200.00. Revising these figures to meet the present cost of living means approximately a death rate of 255 per thousand, where the income is under \$900.00 compared with 80 per thousand where the income is over \$2,000.00.

Frank A. Vanderlip, commenting in his book, "What Happened to Europe," on the operation of "forces tending to keep down wages" in England, prior to the war, has pointed out that—

"The result has been during that period with a somewhat increasing cost of living the standard of living of the laborer has certainly not much advanced, and I believe on the whole has retrograded. Whatever the

statistics of index numbers may show, at least two great broad facts are evident. One of these is the deterioration in physique. . . .

"A visit to the mill towns of the cotton spinning districts, for example, shows almost another race of people compared to the well-fed Englishmen we know in London, a race undersized, underfed, underdeveloped and undereducated. Lloyd George's famous utterance that you could not build an A-1 nation out of a C-3 population has sunk deep into the English mind. The statistics in physique which the military annals produce show that one-third of the male population of fighting age was unfit for military effort. . . .

"In order successfully to compete in neutral markets, British industry has made a red-ink overdraft on the future, an over-draft on the physique of her citizens, an overdraft that has consumed her house facilities; that overdraft must now be made good, at the expense of the nation."

The philosophy of a majority of the Labor Board, underlying the fixing of a "basic wage" below a "living wage," makes that Board, not merely a lawless body violating the act of Congress, which created it, not merely a group of foolish compromisers used as instruments of organized greed, but makes it an enemy of the public welfare and a menace to the present health and the future stability and prosperity of the United States. The organized railway employes who refuse to submit themselves and their families to the degradation of living which they would suffer by accepting and perpetuating such wage standards, are fighting not just a selfish struggle for a decent livelihood, but a battle to preserve the health and energy of the manhood and womanhood of the nation and to perpetuate American institutions.

Dead babies, delinquent children, sluggish labor, diseased and broken men and women are the products of low wages.

Minimum subsistence budgets prepared during the past ten years and listed in dissenting opinions of the Labor Board—including those prepared by employers' associations—show a requirement of from \$1,150.00 per year up to \$1,700.00. Investigation of 25,440 actual families by the United States Department of Labor, made twenty years ago and brought down to date according to the increased cost of living, shows a need for \$1,400.00 to secure a standard of living obtainable on earnings of \$650.00 twenty years ago. The "living wage" fixed by the National Industrial Conference Board, an employers' association, for the year 1920 was \$1,832.00. The bare level of subsistence income for a family of five prepared from statistics of the United States Bureau of Labor, for July, 1921, was \$1,401.17, and \$2,303.96 was required for a "minimum comfort" budget. There is not a single wage fixed in the recent decisions of the Labor Board approaching the United States Labor Department budget, and the great mass of workers are placed on a wage earning scale below the average requirements fixed in the minimum budgets of the various organizations compiling such statistics within the last two years.

Official Policy of United States Violated by Labor Board.

The policy of the United States Government, as expressed by the President and his cabinet, is repudiated by the Labor Board. President Harding said May 23, 1921:

"In our effort at establishing industrial justice we must see that the wage earner is placed in an economically sound position. His lowest wage must be enough for comfort, enough to make his house a home, enough to insure that the struggle for existence shall not crowd out the things truly worth living for. There must be provision for education, for recreation, and a margin for saving. There must be such freedom of action as will insure full play to the individual's abilities."

The Secretary of Labor has recently written:

"We still hear much about it with a good deal of confusion as to what is meant by a living wage. The trend of events since the war has put the employer in the position of clinging to the original meaning of the term, as a wage adjusted to the actual cost of living."

"But to the wage earner himself the living wage has come to mean something more definite. If it means anything to him the living wage means a wage on which he can really live—that is, a pay envelope that will permit him to do a little more than merely meet the day-to-day cost of his necessities and enjoy something of life in addition. . . ."

The Second Industrial Conference reported:

"Considered from the standpoint of public interest, it is fundamental that the basic wage of all employees should be adequate to maintain the employee and his family in reasonable comfort, and with adequate opportunity for the education of his children. When the wages of any group fall below this standard for any length of time, the situation becomes dangerous to the well-being of the state."

These words of national leaders are mere lip service, indeed become plain hypocrisy, if a governmental Board is to be permitted to establish a basic wage in the transportation industry, which will not provide the worker with the minimum necessities of food and clothing and shelter for himself and family. No one can successfully contend that \$800.00 per year, the Labor Board's "basic wage," makes such a provision. The only excuse of a railroad for offering such a wage to its employees is that it does not earn the money to pay what the worker's service is worth.

Half-Way Socialism.

If the Government is to sanction a refusal to pay a fair price for labor upon this basis, then does it not become necessary for the Government to sanction this same refusal of the worker to pay a fair price for the things that he must buy? If the Labor Board is to say to the railway employee—

"You must accept less than a fair price for your labor, because the railroads cannot pay any more" then let the Labor Board say also to the landlord, to the dry goods merchant, to the butcher, to the furniture leader, to the public utilities—

"You must accept from railway employees

less than the prices you have established as fair prices for what you furnish them. We will require him to accept less wages than will buy for him the things you have to sell, and which he must have. Therefore, you must sell to him for less than the prices which he cannot pay."

It will be immediately objected that the Government cannot fix prices, that it is socialism for the Government to interfere in the control of private business. But the Government is interfering and is attempting to coerce some of the men engaged in private business—the employees of the railroads. The inevitable effect of Government wage fixing should now be apparent. It is intolerably unjust to fix wages as a matter of law unless prices for commodities are fixed as a matter of law at the same time. It is intolerably unjust for any Government agency to attempt to regulate how many dollars a man shall be paid without any attempt being made to regulate at the same time how much food and clothing and shelter those dollars will buy.

The "basic wage" fixed by the Labor Board will furnish the wage earner with a breakfast consisting of a dish of oatmeal with milk and two spoons of sugar, a slice of bread without butter and two cups of coffee. For lunch, one cheese sandwich, an apple and a cookie; for dinner, two thin slices of pot roast, three small potatoes, two slices of bread and butter and a cup of coffee, making a total of 1,456 calories a day for a man requiring a minimum of 3,600 calories. It will furnish him with three suits of summer underwear to last about three years. His business suit must wear eight years, and his winter overcoat last approximately 10 years. He will have \$41.00 a year for doctor's bills, insurance, carfare, amusement and education. If the Labor Board had attempted to order men to live under such conditions, public sentiment would have justified a demand for its immediate abolishment. Yet under pressure of a nation-wide drive against labor, this Board has attempted to fix a "basic wage" of \$800.00 a year that will not support even this abnormal standard of living, and then

to mobilize public sentiment against the workers who refuse to accept and to attempt to work and live under such intolerable conditions.

Conclusion.

The mistake of the Labor Board is that it has been persuaded to reduce labor costs, on a theory that the cost of living would then fall to the new wage level; instead of performing its duty to help maintain wages on the level of the actual cost of living. The Board has been made the instrument of organized money power, represented by the twenty-five inter-locking bank and railroad directors—the General Staff of the American Junkers—who have been campaigning ever since the world war to "put labor in its place," or, in still plainer language, to establish a system of industrial feudalism which was developing rapidly in the United States before the world war.

Only a tiny group of less than fifty thousand, out of one hundred million people, will profit by the deflation of wages and the reduction of labor's purchasing power. The wholesale and retail merchant, the small manufacturer and business man in every line, and, most of all, the farmer, will suffer in a time of cheap labor and limited purchasing power. Only the tiny group of large investors will profit. And, for their profit, millions of wage earners and their families will be denied that health and comfort which the great natural resources and opportunities of America should insure to them.

If the transportation workers can be beaten down and required to accept insufficient wages, what workers will be able to resist the same tyranny? The strike of the shop crafts marks a crisis in the struggle between money power and man power, between organized greed and organized labor. The General Staff of the American Junkers knows that it must win to hold its power. The shop men know that they must win, not only for themselves and their families, but for the benefit of all those who live by labor, whether on the railroads, in the factories or on the farms.

THE MINORITY MEMBERS OF THE LABOR BOARD ISSUES STATEMENT.

United States Railroad Labor Board, 608

Ben W. Hooper, chairman, Horace Baker, J. H. Elliott, G. W. W. Hanger, Samuel Higgins, W. L. McMenimen, Albert Phillips, A. O. Wharton, L. M. Parker, secretary.

June 23, 1922.

ADDENDUM TO DISSENTING OPINION DECISION No. 1074 (Docket 1300).

Alabama & Vicksburg Railway, et al.,
vs.

Brotherhood of Railway and Steamship
Clerks, Freight Handlers, Express and
Station Employees, et al.

Under the procedure followed by this Board, the minority is not granted the priv-

South Dearborn Street, Chicago, Illinois.

ilege of reviewing or answering the supporting opinion of the majority prior to its publication.

On June 23, 1922, the first executive meeting of the Board since the issuance of Decision No. 1074 (Docket. 1300) was held. The mover of the motion following brought up the question of erroneous statements made by the majority in their Supporting Opinion, the minority taking the position that it did not believe the majority intended or desired to publish incorrect statements, but inasmuch as this had occurred, it was desirable to make proper

corrections. After some general discussion on the question, the records of the Board show the following action:

"Minutes of Board Meeting June 23, 1922.

"Mr. Phillips moved that the minority be permitted to supplement or add to the dissenting opinion in Decision No. 1074, and that such supplement or addendum be printed and given the same circulation as the decision and the dissenting and supporting opinions already sent out.

"The question was upon the adoption of Mr. Phillips' motion. Vote taken resulted as follows:

Ayes: Messrs. Phillips and Wharton.

Noes: Messrs. Barton, Baker, Elliott, Hooper.

"Mr. Phillips' motion was, therefore, lost."

In view of action taken by the majority, the undersigned decided that it could not permit the gross mis-statements and other improper allegations made by the majority to go unanswered.

Sophistry.

Neither bombast nor sophistry satisfactorily answer fundamental truths. The minority members of the Board in dissenting from this series of wage decisions have sought to fairly and clearly challenge the right of the majority to read into the labor provisions of the Transportation Act, 1920, principles never intended by Congress and certainly never recognized by any authoritative body in the fixing of any minimum standard of living based upon a level which may be expressed in terms of "health and decency."

The majority in their supporting opinion beg the question, attempting to divert attention from the fundamental principles involved by the use of such catch phrases as "partisan," "impassioned advocacy," "savagely attack," "incendiarism," "incite the tiny seeds of industrial anarchy," etc.; they go even farther in a strained effort to mislead and distort the facts. For instance, they say:

"We prefer to believe that these improprieties crept into that part of the document which was drafted by the employees in the headquarters of the Railway Employees Department of the American Federation of Labor, and that they were overlooked by the dissenting members."

This is not a statement of fact and as will be shown subsequently in this statement, the majority opinion is composed of a network of palpable mis-statements. As a matter of fact, this dissenting opinion (Decision 1074) was prepared under the personal direction of the dissenting members and so far as we know was never inside the headquarters of the Railway Employees Department until after its issuance as a part of Decision 1074. All of the Board members had been previously informed that we had secured the services of an employee of the Railway Employees Department. This statement was made to the Board in executive

session, all members being present, and no objection was made then or subsequently. For the further information of the public, we desire to say that we also availed ourselves of the services of another man, who was neither an employee of the Railway Employees Department nor of the Labor Board, to assist in compiling certain of the data which we incorporated in the dissenting opinion. We secured the services of these men because they were competent and thoroughly dependable; we wanted facts; we had to collate them promptly; we knew that these men could do this; practically all of the basic information used in the dissenting opinion will be found in the evidence submitted to the Board in these cases; we were limited by the rulings of the Board to three full 24 hour days (excluding Sundays and holidays) in which to prepare our dissenting opinion; the majority controls the time of the minority; they have given an extension of time, but the minority preferred to adopt the above method rather than find ourselves unprepared at the expiration of the time limit. The Board does not adjourn pending the filing of a dissenting opinion, thus the dissenting opinion must be prepared outside of the regular hours, or when the Board is not in executive session.

In the Maintenance of Way Decision No. 1028, the majority said:

"The Labor Board is of the opinion that after the reductions made under this decision, common labor on the railroads will still be receiving, as a rule, a wage in excess of that paid to similar employees in other industries, and that the same will be true of all other classes of labor covered by this decision."

The same statement appears in Decision 1036 affecting shop craft employees.

The supporting opinion states:

"As an example of the looseness with which statements of the decision were handled in the dissenting opinion, reference might be made to the following quotation from the dissent.

"In this decision, as in the preceding ones, the Labor Board announces 'in its opinion' wages are still above those paid in outside industries."

While this exact language does not appear in this decision, it was repeatedly made in the executive session, by certain of the majority members, and as this statement comes under the sub-head "Incendiarism" and constitutes the majority's justification for charges of "looseness" and sundry other "distortions," let us see if we can boil the truth out of this charge.

Note the above quotation from Decision 1028 and from the same decision we quote the section reducing the hourly rate of common labor:

"Sec. 6. Track laborers, and all common laborers in the maintenance of way department and in and around shops and round

houses and not otherwise provided for herein, 5 cents."

Now, note Section 9, Article I, Decision 1074, who were decreased 4 cents per hour:

"Sec. 9. All common laborers in and around stations, storehouses and warehouses, not otherwise provided for, 4 cents."

The minimum and maximum rates of pay for the employes covered by Sections 6 and 9 above quoted, were the same under this Board's Decision No. 2 and Decision No. 147 and also under decisions of the Railroad Administration. The majority decreased the common laborers coming under the above Section 6 cents per hour and then said in Decision 1028:

"Common labor on the railroads will still be receiving . . . a wage in excess of that paid similar employes in other industries."

The majority decreased the common labor coming under the above Section 9 4 cents per hour, which establishes a minimum and maximum rate 1 cent above that established for common labor coming under Section 6.

If the minority, in consideration of these facts, are in error, then we plead guilty. It should also be noted that the employes coming under Sections 6 and 9, above quoted, are quite generally employed in the same towns and cities; this constitutes one of many striking inconsistencies in fixing the wages of railroad employes in this series of decisions and cannot be justified by the majority.

No Strike Advocated by Minority.

In this, the third of the present series of wage reductions decisions, the majority state:

"That the Board has never fixed wages on a commodity basis . . . In this connection it must be remembered that the CARRIERS ARE AT LIBERTY to pay any class of employes a HIGHER WAGE than that fixed by this Board whenever the so-called labor market compels, provided as the Act states, that such wage does not result in increased rates to the public."

In referring to this statement the minority said:

"Do the majority realize the nature of the principle of wage payment contained in that statement? It is that employes are to look for improvement of their wages to the compulsion of the labor market, and that such adjustment upward may be made by the carrier independently of the Board, provided the carrier does not transmit such upward revision of rates to the public in increased rates of pay. The orderly structure brought out of the chaos of railroad wage payment which existed before the war is to be abolished when and where the carriers choose. As we enter the period of rising business prosperity we may expect to see carriers which tend to earn a large profit, making wage adjustment upward, while the wages on other lines remain stationary.

"One result will be a steady increase in labor turn-over. Labor turn-over is a very expensive matter. The cost of hiring a new mechanic is variously estimated from \$50 to \$300. The experience of every country during the war demonstrated the economy of energy and money involved in standardizing wages for all employes coming under the same general classification. Bidding for men by employers creates a labor force which is constantly shifting after slight increases. In the long run this represents a very poor use of man-power and should be discouraged.

Decision Encourages Stoppages Which the Law Is Designed to Prevent.

"Employes will also take this as a permission to go out and get such wages as they can command. If they feel that they can command higher wages by withholding their own services, either separately or in numbers, that will not be a strike against the order of the Board, it will merely be the carrying out of the Board's suggestion as to the method of wage adjustment about to come."

The majority said:

"Then the dissenting members proceed to remove the 'if' and to assert that the Board has made an admission which renders a strike necessary."

There is no "if" to remove; the dissenting members of the Board did not "advise the employes to strike against the decision of the Board,"

and they did not "issue incendiary arguments to employes in favor of striking against a decision of the Board."

The language of the majority is an invitation to the employes to secure "a higher wage than that fixed by this Board"; no other construction is conceivable.

The undersigned have not advocated strikes and do not in the present series of wage decisions. If the majority make a decision on indefensible premises, then they must accept the responsibility.

The supporting opinion has not attempted to answer the authoritative statements as to effect of low wages on health, morals, and infant mortality, neither does it attempt to show how any railroad employe can exist on the minimum rate established for common labor.

"The Relevant Circumstances."

Under this caption the majority seek to show by the minutes of the executive meetings of the Board (which do not in any manner represent a verbatim record) that the minority voted for the adoption of Decision No. 2, containing the language in regard to the "relevant circumstances." The minority are among those who have always taken the position that the records of the Board should be open to the public, and as the supporting opinion refers to the record, we will do likewise in answering the plaint of the majority.

A careful analysis of the record preceding the issuance of Decision No. 2 will disclose how each member voted on the wage increase decision. It is extremely interesting and will confirm every statement made as to the failure of the Board to observe the provisions of the Transportation Act in the fixing of wage rates for railroad employes. For instance, six members of the Board voted to increase the wage rate for track and all common labor 10 cents per hour, but not at the same time.

The increase was set at 8½ cents per hour by the vote of the members who had decided that the increase of 10 cents per hour was "just and reasonable" assisted by the railroad group who were determined to keep the increase to the lowest possible amount without consideration of the facts or their duty under the law. (This the record will clearly establish.) After the labor group had been "duly impressed" and told that they would be forced to vote for any increase decided upon by the public group or take less, the record of motions made will show that the labor group made the best of a bad bargain and that subsequently the amount of this increase was a subject matter for re-consideration, based upon the fact that six members of the Board, not including the railroad group, had voted in favor of an increase of 10 cents per hour or more. A motion was then offered by a member of the labor group to make the increase for this class 10 cents per hour. The motion was lost.

The record will show that the labor group, on the reconsideration, voted for the increase of 10 cents per hour.

The record, as kept, shows that Decision No. 2 was adopted. The prologue was prepared by the public group; the labor group was not consulted in any manner as to its contents; when it was presented to the Board its contents were discussed; from this discussion the public group conceived the following:

"The decision of the Board is the result of the action of the Board, composed of nine members acting as a body, under the usual parliamentary methods of procedure and its own rules. Each and every separate question was considered and voted upon—each and every rate for each class was voted upon and adopted by a majority vote of the Board, and in every instance one or more of the public group, as the law requires, voted in the affirmative on any classification or rate adopted."

It was this paragraph, together with the knowledge that sporadic unauthorized strikes had been instituted by certain classes of railroad employes; that the general industrial situation was tense; that this condition resulted from delay in securing increases in wage rates, admittedly long overdue and that the issuance of a dissenting opinion by the members of the labor group would accentuate an already critical situation; these and other equally valid reasons

prompted the labor group to acquiesce in the promulgation of this decision, and their withdrawal of the notice to file a dissenting opinion.

The statement by the spokesman for the majority:

"This, be it remembered, was a decision increasing wages 22 per cent and the present minority were then of the majority. It would, therefore, appear that the relevant circumstances mentioned were to be considered by the present dissenting members in relation only to wage increases but not to decreases."

is not in keeping with the facts.

"Purchasing Power of Wages."

Under this caption the majority state in their supporting opinion:

"The following table was prepared by the statistical force of this Board at the request of the minority and furnished to them, but does not seem to have suited their purpose, as it was not used."

The majority's utter disregard of the facts are typically illustrated in the following:

"June 20, 1922.

"Memorandum to Mr. Hart:

"In the supporting opinion attached to Decision 1074 by the spokesman for the majority, the following paragraph appears in mimeographed decision, page 78:

"The following table was prepared by the statistical force of this Board at the request of the minority and furnished to them, but does not seem to have suited their purpose as it was not used."

"If you will look at page 79 of the mimeographed copy of the decision you will note the table referred to.

"I would be pleased to have you advise me over your signature as to the facts in the case, and if any such request was made upon you as Chief Statistician, please state by whom." Neither Mr. Phillips nor the undersigned requested any member of the statistical forces to prepare any such table, but in view of the statement made by the spokesman for the majority, it is my desire to have statement from you as Chief Statistician as to whether or not any such request was filed with you by the signers of the dissenting opinion in Decision 1074."

(Signed) "A. O. WHARTON."

"June 21, 1922.

"Memorandum to Mr. Wharton:

"Referring to your memorandum of yesterday in regard to the language prefacing a table shown on page 79 of the supporting opinion in Decision No. 1074 (Docket 1300):

"Kindly permit me to state that neither you nor Mr. Phillips requested me or, to my knowledge, any member of the statistical force to prepare any figures whatever to be used in, or in connection with, the dissenting opinion in Decision No. 1074.

(Signed) "M. W. HART,
Chief Statistician."

"June 21, 1922.

"Memorandum to Mr. Bickers:

"With the return of the attached memorandum to Mr. Hart bearing date of June 20 and his reply dated June 21, will you please state over your signature the nature of the request I made to you in connection with the compilation of information regarding the rates and percentages of increase accruing to several classes of employes coming under the provisions of Decision 1074.

"A. O. WHARTON."

"June 21, 1922.

"Memorandum to Mr. Wharton:

"Replying to your memorandum of even date, and returning attachment.

"Being in charge of the detail work of Bureau No. 2 of the Board, under the jurisdiction of which Bureau a large majority of the employes affected by the recent wage decisions fall, I was instructed by you to make an analysis of Decision No. 1074 and preceding decisions for the purpose of determining the relative treatment accorded the respective classes, and to point out any inconsistencies resulting from these decisions.

"To carry out these instructions, it was necessary that I compile, or have compiled, figures on which to base such an analysis, and accordingly the statement to which reference has been made, was compiled. The statement was compiled under my direction and at my request by a member of the statistical staff who was assigned to assist me. Due to the large number of hearings being conducted and other pressing matters, I was unable to personally perform this detail service, and for that reason requested assistance from the statistical department.

(Signed) "T. E. BICKERS."

Anyone having the least conception of the problems of the Board and the importance of maintaining well established principles and wage differentials as between the respective classes will readily understand the desirability of having every angle carefully considered and reasonably understood. It was with this thought in mind that the minority requested Mr. Bickers to make an analysis of the effect of the changes made in the wage rates resulting from the series of wage reduction decisions. The table referred to by the majority is only one of a number of tabulations in Mr. Bickers' statement consisting of 21 typewritten pages and one penciled memorandum; some of these tabulations strikingly illustrate the inconsistencies of the majority's conclusions. A large number of long established wage differentials were flippantly disregarded; the highest skilled mechanics in many instances are now paid a lower rate than classes heretofore recognized as less skilled; so-called common laborers working side by side have had the long established differentials widened; the most skilled helpers of mechanics have had the rate reduced in the ratio of 7 to 1 as compared with less skilled and

heretofore lower rated helpers. The majority were advised of the effect of these decisions, but paid no heed.

The majority included in this decision a table purporting to show the increases in purchasing power of earnings. We will now reproduce some of these figures comparing them with figures which they say the minority had prepared, but which did not seem to suit their purpose.

Majority Decision. Increase in purchasing power of earnings. This decision compared with December, 1917:

Clerks Group 1, Sections 1 and 2, 44.7 percent.

Signalmen, Maintainers and Assistants, 67.2 percent.

Stationary Firemen and Engine Room Oilers, 94.1 percent.

Majority table in supporting opinion. Increase in purchasing power of earnings. This decision compared with 1915:

Clerks Groups 1, Sections 1 and 2, 8.8 percent.

Signalmen, Maintainers and Assistants, 6.5 percent.

Stationary Firemen and Engine Room Oilers. 42.1 percent.

These figures substantiate in every detail the charge made in the dissenting opinions as to the unfairness of the majority in using 1917 as a base instead of 1914 or 1915. If there has been "distortion" it lies with the majority, who have consistently failed to adhere to a fair statement of the facts.

"Theoretical Living Standards."

The failure of the majority to tie themselves to a statement of facts is again in evidence under this caption.

The majority in speaking the United States Department of Labor budget introduces a quotation from the Monthly Labor Review of December, 1919, reading:

"This report presents the results of a study made by the United States Bureau of Labor Statistics to determine the cost of maintaining the family of a government employe in Washington at a level of health and decency."

This quotation is used by the majority on the presumption that it is taken from the same article as that which contained the Department of Labor Budget used in the dissenting opinion. As a matter of fact, the majority quotation was taken from an article published in the Review six months earlier than the issue which contained the quantity budget and all reference to this budget in the supporting opinion is based on the same error.

The majority state:

"Let the significant fact be noted that the budget is for a government employe in Washington and that, when Washington was the most congested city in the United States with an abnormally high cost of living, as a result of the great temporary increase in population resulting from the war expansion of all governmental departments."

The qualifications may properly apply to the budget and price study contained in the Review for December, 1919. They are utterly inapplicable to the budget used in our dissenting opinion, and even a casual glance at the health and decency budget contained in the Review of June, 1920, will clearly establish the error.

The dissenting opinion does contain a quotation from the article dealing with the cost of living study in the December, 1919, issue of the Monthly Labor Review. That quotation is introduced only to show the attitude of the United States Department of Labor toward the standard of living that should prevail in the country; it is applicable to all cost-of-living studies made by the Department. The budget used by the minority appears in the June, 1920, number of the Monthly Labor Review; it did not deal with local or temporary conditions, but was based upon a country-wide study of the actual budgets of workmen's families. The quotation introduced by the majority related only to the results of a specific study. It has no bearing on the principle involved in the use of the "health and decency" budget,

and was not applicable in any sense to the cost-of-living figure introduced in the dissenting opinion.

With the above review of the palpable misstatements by the majority, the minority are willing to rest their case with this concluding statement. The slur which the majority attempt to cast upon the minority by the following:

"The minority are sowing some of the tiny seeds that have germinated and blossomed into industrial anarchy in Russia." could only be conceived in the minds of men who find themselves in an indefensible position, who adopt the tactics of a character assassin in their desperate effort to prevent a consideration of the matter upon its merits. The present condition of Russia is not a relevant circumstance under the Transportation Act; if it were, we might be pardoned for suggesting that responsibility for the chaos in Russian industry must be laid at the door of generations of exploitation of the people of Russia.

ALBERT PHILLIPS.

A. O. WHARTON.

WHILE NEWSPAPERS WAIL OVER STRIKE LOSSES HERE ARE FIGURES ON ACCIDENT AND SICKNESS, LOSSES, CONTINUOUS BUT MOSTLY PREVENTABLE

ACCIDENTS

In 1919 there occurred in industry about 23,000 fatal accidents, about 575,000 non-fatal accidents causing four weeks or more of disability and 3,000,000 accidents causing at least one day's disability. The figures for 1918 were about 13 per cent higher.

The time lost is estimated to be 296,000,000 days. Allowing for an average wage of \$4 per day during the time actually lost, adding an estimate for impaired earning power because of disability or death, but subtracting the subsistence of those killed, this gives an economic loss to the country of about \$853,000,000 for the year 1919.

This is not the whole loss chargeable to accidents.

In one state (Wisconsin) the costs to employers for medical and surgical aid and hospitals' bills, and the overhead expenses of insurance, equaled 86 per cent of the actual compensation paid to workmen. The compensation paid the workmen was about 22 per cent of the total actual and prospective wage loss. Records from other states indicate that this is probably typical. On this basis the total direct cost of industrial accidents in the United States in 1919, including medical aid and insurance overhead, was not less than \$1,014,000,000. Of this \$349,000,000 was borne by employers and \$665,000,000 by employes and their dependents.

These approximate figures are low because they do not include medical expenses incurred by workmen and not paid by the employer or insurance company; overhead

cost or personal accident insurance carried by workmen; cost of training new men to take the place of those injured; employment and welfare department expense in keeping track of injured workmen and their families. The addition of these items would bring the total well over a billion dollars per year.

In this calculation no account has been taken of the indirect loss of production due to the stoppage or slowing up of work when an accident occurs. This affects not only the operation at which the man is injured, but associated operations as well. It applies also to "near-accidents" in which no personal injury occurs.

Experience indicates, and authorities agree, that 75 per cent of these losses could be avoided, with a saving in direct, clearly ascertained losses alone of a quarter of a billion dollars per year to employers, and half a billion to employees.

An official of a large insurance company believes that by proper safety measures, the waste due to accident in the building industry can be reduced 75 to 80 per cent in two to five years of earnest effort, and that construction labor cost can be cut 3 per cent by these measures. Another official estimates from actual accomplishments in safety measures, that a total of more than 12,000,000 days a year could be saved the industry by the application of safety methods. In certain industries, on the other hand, such as boot and shoe manufacturing, accidents are insignificant.—From Waste in Industry, Federated American Engineering Societies.

STRIKES

Newspapers have been printing figures about the number of workers on strike.

According to these figures there are about 1,250,000 workers who have resorted to the strike as a final protest against the arbitrary imposition of unjust terms and conditions of work.

The figures are approximately correct.

But the newspapers wail about the great loss involved—the loss of wages, the loss of production, the loss of profits.

Yes, principally the loss of profits.

But who says anything about losses due to other factors

We print here figures about losses due to preventable accident and preventable illness. Staggering figures!

There figures were found by engineers appointed by Herbert Hoover and these same engineers found that management is to blame for substantially 75 per cent of the loss through waste in industry.

Other enormous causes of preventable loss are excessive "turn-over," improper distribution, faulty routing of supplies and production policies made to suit the financial market instead of the commodity market.

Strikers are idle because a principle is at stake. If workers never struck wages would soon be back at the sixteenth century level and workers would again live in hovels and caves.

The strike—the act of ceasing work—is the modern protest against unacceptable terms and conditions, the only effective protest. It is not a wasteful effort. It is a conserving, constructive, progressive effort to maintain a constantly rising standard of civilization.

SICKNESS

A report on national vitality prepared in 1909 for the National Conservation Commission, appointed by President Roosevelt, estimated that there were then about 3,000,000 persons seriously ill at all times in the United States. This meant an average annual loss per person of 13 days owing to illness. It was estimated that 42 per cent of this illness was preventable, and that such prevention would extend the average life by over 15 years.

Since that report was issued, an apparent reduction in illness has been accomplished; so that today an estimate of between eight and nine days working time lost through illness is probably near the fact.

In discussing public health conditions there is no clear distinction between the standing of the 42,000,000 persons classed as gainfully employed in the United States and those specifically engaged in industry. The 42,000,000 men and women gainfully employed probably lose on an average more than eight days each annually from illness disabilities, including non-industrial accidents—a total of 350,000,000 days. Of the 500,000 workers who die each year, it is probable that the death of at least one-half

is postponable, by proper medical supervision, periodic medical examination, health education and community hygiene.

Assuming that the average life has, aside from all spiritual and human values, an economic value to industry of not less than \$5,000, and assuming that this special diet, care and medical attention required by a man chronically ill costs \$3 per day, it has been estimated that the economic loss from preventable disease and death is \$1,800,000,000 among those classed as gainfully employed—or over \$700,000,000 among industrial workers in the more limited meaning of the term.

The preceding figures are derived from studies of individual groups, from insurance experience, from census records, from draft records, and there is experiential basis for the statement that this loss could be materially reduced and leave an economic balance in the working population alone over and above the cost of prevention of at least \$1,000,000,000 a year.

Tuberculosis is the most important disease among industrial workers, two or three deaths per 1,000 per annum occurring at the working ages. It is estimated that 3 per cent of the wage earners, or about 1,250,000 lives are affected. The economic loss from tuberculosis death rate as affecting the working population is \$500,000,000 annually. Pneumonia, influenza and typhoid fever are the most important communicable diseases among adults. Influenza and pneumonia, in non-epidemic years, take about 35,000 lives in the working ages, and account for at least 350,000 cases of illness. Typhoid fills close to 150,000 sick beds annually and takes 15,000 lives, mostly in the working ages.—From Waste in Industry, Federated American Engineering Societies.

SHOULD NOT TOLERATE HIM.

The leaders in the workmen's organizations must be men of high knowledge, men of highest honor and probity, men who give themselves unselfishly to a cause which today has become majestic in its power for good, and the fine democracy of the labor union must tolerate no man whose moral fitness can be questioned.—Rev. Edward J. Hanna, D.D., Archbishop of San Francisco.

Figures Never Lie.

"What are the chances of my recovering, doctor?"

"One hundred per cent. Medical records show that nine out of every ten die of the disease you have. Yours is the tenth case I've treated. Others all died. You're bound to get well. Statistics are statistics."—The American Legion Weekly.

Old Gentleman (engaging a new chauffeur)—I suppose I can write to your last employer for your character?

Chauffeur—I am sorry to say, sir, each of the last two gentlemen I have been with were killed in my service.—Judge.

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JAMES B. CASEY, EDITOR AND MANAGER.


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All Contributions and Correspondence Relating to the Journal Should Be Addressed to J. B. Casey, Editor, Suite 524, Brotherhood Block, Kansas City, Kans.

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No freedom loving citizen should vote for any candidate who will not pledge himself to oppose any form of compulsory labor law.

No justice loving citizen should vote for a candidate for any office who will not pledge himself to oppose injunctions and contempt proceedings as a substitute for trial by jury.

"No freedom loving citizen should vote for any candidate who will not pledge himself to vote for legislation abolishing child labor.

A NATION WIDE STRIKE OF R. R. SHOPMEN, IN PROTEST AGAINST WAGE SLASHING.

Just as our last issue went to mail, four hundred thousand members of the railroad shop crafts ceased work in protest against the unjust decisions of the Labor Board, which took away from them many conditions of labor which they had enjoyed long before this Board was conceived in the wily minds of the railroad exploiters, and the cutting of wages for the second time within a year.

This last act reached beyond the limit of endurance, and when a strike vote was spread the men voted almost unanimously to strike and a record was made in canvassing the vote and calling the men out, and another record was made in the response of the men to that call, it being almost unanimous on all roads from one end of the United States to the other, system after system forwarded reports to headquarters to the effect that the strike was one hundred percent effective.

This strike was the most orderly, systematic and effective strike involving such large numbers and covering so large a territory that has ever taken place in America, the call to duty was prompt and cheerful, but quite orderly and systematic, showing the determination of the men to fight for fair conditions and a living wage. The transportation act guarantees a liberal profit to the roads, not only on the money invested, but a like profit on their billions of dollars of watered stock, they do not have to depend on the tender mercies or the sense of fairness of any board to secure this, it is written in the law itself, and they are not even required to manage their roads on a business basis, for no matter how wasteful, or how many

subsidiary companies they have to milk the income of the roads, they are still guaranteed their fixed income. Not so with the employees, they must depend upon the arbitrary ruling of the Labor Board (from whose decisions there is no appeal except to strike) for a mere living and the fact that they are now all on strike shows they did not have much success in getting that, much less a fair profit on their investment, that of their life's work, which should, in addition to a living for themselves and families, give them sufficient to live on after they have grown old and been thrown on the roads' human scrap heaps.

It has been plainly evident for sometime to those who have followed the rulings of this board that a majority of its members had set out deliberately to take away from the railroad employees, piece by piece, a little at a time, every fair condition under which they labor and to reduce their wages to standards in force years ago when a large part of the men were unorganized and unable to protect themselves. Were the majority members of this board in the employ of the railroads instead of the Government, they could not have been more solicitous for the interests of the roads or more responsive to their wishes. The unfairness of the decisions of this board was so plainly evident that it has won public sympathy for the employees and the people of the United States are with the men on strike as it never was before, notwithstanding all the propaganda in the daily papers and other sources, this sympathy has manifested itself in a thousand different ways since the strike was inaugurated, it is not confined to any class, but is manifest in all walks of life. The unfair attitude of the administration and the Attorney General, and the unjust issuance of drastic injunctions against picketing by federal judges has strengthened this sentiment in the minds of all lovers of freedom and a square deal, and it has drawn closer the millions of other trades unionists in sympathetic interest and concern in the outcome of the shopmen's fight for a square deal.

The conduct of the men on strike has been most exemplary, little disorder or trouble has taken place, and most of that which has occurred was provoked by the lawless acts of thugs and strong arm men employed by the roads as guards. One of our members, Bro. Wm. Urquhart, was shot and killed by a guard in Cleveland, while acting as a picket. The shooting was unprovoked and cold-blooded, showing the reckless disregard for human life of many irresponsibles entrusted with the work of preserving the peace. Another of our members, Bro. Fitzgerald of Clinton, Ill., was shot through both legs and his son killed at the same time, without cause or reason, by a thug in the employ of the railroad. These cases indicated premeditated designs on the part of the railroad officials to start trouble and disorder so that excuses might be had for calling out the military forces of the states. However, the men have thwarted these designs, and we have no doubt they will continue to do so. It is important that every man continue to do their duties in pushing the strike in an orderly way, give them no excuse for rattling of muskets and swords, and, now that your hands are on a vacation, use your head more and more in their place, match brain with brain, strategy with strategy, and with justice on your side, there can be no such thing as fail. All no doubt realize that sacrifices must be made now that justice and a square deal may be secured later.

Railroad officials are being hard pressed in trying to keep traffic moving and are meeting with failure on all sides, thousands of trains have been discontinued already and thousands of others are due to follow unless a settlement is reached soon. Negotiations are being conducted between our International Officers and the Officers of the Railway Employees Department on the one side and members of the Labor Board and Railroad

Officials on the other. They are accompanied with the usual bombast from Railroad Officials, who want to impose impossible conditions, but as the effects of the strike paralyze the efforts to operate the roads still further, they will lose this bluster and willingly agree to fair terms.

Hold fast in your present position, back up your leaders with all your might, have confidence in the outcome, stand shoulder to shoulder and in a little while justice will prevail.

THE "LABOR BOARD," RANKLY PARTISAN, WOULD ORGANIZE STRIKEBREAKERS.

The sponsors for the Transportation Act gave solemn assurance that the members of the Labor Board representing the public would be non-partisan and unbiased in performing their duties of passing upon the problems arising between the management and the employees. However, for a long time they have shown themselves to be more rankly partisans of the railroads than even those representing the railroads, seemingly they were ever ready to carry out the wishes of the railroad managers at all times and in nearly every matter of any importance coming before them, they have ruled in favor of the management. Little by little, piece by piece, they have taken away many of the fair conditions enjoyed by the employees for years, a notable instance was in reference to extra time for overtime, Sundays, holidays, etc., and, with this accomplished, the eight-hour day was destroyed, and the men could be worked all kinds of hours without any additional cost. Wages were cut deeply for the second time when the shopmen were forced to strike in opposition to this rankly unfair treatment. The men were only out two days when the majority part of the board deliberately proceeded, by preamble and resolution, to undertake to outlaw the men on strike and urge the necessity of organizing the strike-breakers into "some sort of association or organization," so they might recognize, confer and treat with them.

When it was publicly charged that the board was trying to outlaw the strikers, Mr. Hooper, the chairman, denied that such was the case. However, let the text of their preamble and resolution speak for themselves. While the board did not send out copies of this to all on its mailing list, we reproduce a copy taken from a newspaper advertisement issued under the name and authority of President Holden of the Burlington R. R. It is supposed to have been adopted by the board July 3rd, and is as follows:

"Whereas, in the future submission of disputes involving rules, wages and grievances of said classes, it will be desirable, if not a practical necessity for the employees of each class on each carrier to form some sort of association or organization to function in the representation of said employees before the Railroad Labor Board, in order that the effectiveness of the Transportation Act may be maintained.

Now, therefore, be it resolved, that it be communicated to the carriers and the employees remaining in the service and the new employees succeeding those who have left the service to take steps as soon as practical to perfect on each carrier such organizations as may be deemed necessary for the purpose above mentioned, and

Be it further resolved, that if it be assumed that the employees who leave the service of the carrier because of their dissatisfaction with any decision of the Labor Board are within their rights in so doing, it must likewise be conceded that the men who remain in the service and those who enter it anew are within their rights in accepting such employment; that they are

not strikebreakers seeking to impose the arbitrary will of employers or employees; that they have the moral, as well as the legal right to engage in such service of the American public to avoid interruption of indispensable railway transportation, and that they are entitled to the protection of every department and branch of the Government, state and national."

The plain and evident intent of this action was not only to outlaw those who went on strike, but to whitewash those who would take their places. This was the first time the employees refused to abide by the decisions of the board. The railroad managers ignored and flouted it in a hundred important ways, but no action such as this was attempted against them, nor any serious effort made to secure their compliance in any except in the matter of farming out their work, and the board's continued existence was at stake, for carried to its logical ends, all work could be contracted out and then the roads would have no employees, and there would be no excuse for a Labor Board, and as it is with their biased and unfair record, there is now no reason for their continuance and it should be abolished by Congress as early as possible. It has seemingly survived its usefulness.

LABOR AGAIN HONORS ITS VETERAN LEADER.

The A. F. of L. Convention in Cincinnati unanimously re-elected Samuel Gompers as President. This is the forty-first time that he has been elected to this position, a truly remarkable record of service and labor in such a responsible position, with all its exactions and nerve-wracking experiences. The able manner in which he has discharged these duties is equally as remarkable as that of the continuity of his leadership.

He is the father of the A. F. of L. and his sound advice and able leadership is responsible more than anything else for its rapid development, and from a mere beginning when he was first elected President, under his leadership it has grown to be one of the most powerful organizations of labor in the world. When the basic principles of the Federation were worked out and adopted, the Knights of Labor was in a flourishing condition. It has since passed out of existence. Other movements have arisen and passed away, and still the A. F. of L. grows stronger and greater each succeeding year. The vision of its leaders was true and commanding. In continuing to honor its veteran leader, labor is honoring and benefiting itself. There is none more capable or willing to lead the movement on to still greater heights of achievement and service than he, and we hope that President Gompers will be spared for many more years, so that he may continue to work for the benefit and uplift of humanity.

COUNTERFEIT WAGES CAUSES STRIKES, SAYS A BUSINESS MAN.

In an address before the "Economic Club" of New York City recently, Mr. Edward A. Filene, owner of a Boston department store, and a Director of the "International Chamber of Commerce," is reported as having stated that he had "reluctantly come to the conclusion that the autocratic control of industry by employers is, in the long run, impractical—that we often unintentionally pay counterfeit wages, that the present system is still using outgrown ideas and customs that are needlessly offensive to employees, and that the basic remedy is to make business a profession; that is, in realizing in act as well as in thought that a business has no right to make profit except as it serves the community—wages may double, but if prices are more than double, the wages are counterfeit to the extent that prices have outrun the increased wage. The substitution of real for counterfeit wages will remove one of the most fertile causes for strikes."

The speaker referred to the prevalence of employers to think only of his own affairs and profits rather than in terms of human welfare, and stated that employers must assume responsibility of paying adequate wages to their employees. He severely rapped some of our so-called philanthropists, who have endowed colleges and built libraries out of a part of the rightful wages withheld from their employees, when he stated that "philanthropy becomes a sin and vice when it uses for charity the earnings of industry that should be used for justice to employees and to the public." He argued that large profits should be used to reduce prices which would increase the demand and this in turn would result in an increased number of employees and consumers.

Mr. Filene's address is refreshing, inasmuch as it is so rare that employers, even though they may think in terms of human welfare, have courage to publicly state them in an address before an audience similarly situated as themselves. However, it augurs well for the future if it is an indication of an awakening of the business world, to the injustice of the present despotic, dictatorial policy of the majority of employers in modern industry. They resent any claims their employees may make in determining the condition under which they should work—they would treat them as the barons did the peasants in ages past. The struggles of humanity for better conditions are age old, but it has made considerable progress since the feudal day of these barons and are now better able and more determined than ever to make more progress in the pursuit of human justice.

The future is roseate with promise for the growth of democracy and a large voice of the masses in determining the conditions under which they will live, and this promise embraces most, if not all, the nations throughout the world. The sooner our captains of industry recognize this change and accord justice to their employees, the better it will be for all.

RAILROAD MANAGERS ASK I. C. C. TO SUSPEND INSPECTION LAWS.

With callous indifference to the safety of the traveling public and the lives and limbs of their other employees, the railroad managers have asked the Interstate Commerce Commission to disregard the requirements of the federal inspection and safety appliance laws while the shopmen are on strike. The records for boiler inspection during ten years it has been in force alone shows that thousands of locomotives are ordered out of service each year by the Government inspectors because of dangerous defects, and if such a large number become defective in normal times with a full force of mechanics to repair them, how much more numerous must they become when no skilled mechanics are available.

Then the safety appliances require frequent inspection and repairs so they may be in order to perform their duty when needed. The long and horrible record of deaths and maimings through railroad accidents before these laws were enacted is the reason for their enactment—they had to be forced through Congress by an outraged public, in the face of the great influences exerted by the railroad managers, who wanted to go on killing and maiming rather than incur the expense of installing these appliances and safety inspection.

The provisions of these laws are clear-cut and mandatory. They must be complied with or heavy penalties are to be imposed. The Interstate Commerce Commission has no discretionary powers in the matter of their enforcement. Their duty is to see that the laws are complied with. Should they comply with the request of the managers and suspend this inspection they would become law breakers and subject to removal for dereliction of duty and, should accidents occur to employees or the public as a result of this dereliction of duty, they would be liable to criminal prosecution, for

it would be rankly criminal to fail to carry out the law and thereby place in serious jeopardy the lives or limbs of millions of people.

It should be the especial concern of the public to insist on these laws being enforced now with as much skill and regularity as they are at all other times. The record of deaths and maimings is sufficiently large now without increasing it at this time because the shopmen are on strike for fair conditions and a living wage.

SHOP CRAFTS HOLD A MONSTER PARADE AND MEETING IN JERSEY CITY.

A rousing parade and mass of about ten thousand shop crafts strikers was held in Jersey City, N. J., on July 13th under the leadership of Vice-President Dowd, who is chairman of the strike committee of New York City and vicinity. Great enthusiasm and interest was shown by all who participated as well as tens of thousands who massed along the line of march. The parade took place in the downtown section and wound up at one of the armories there, which seats 10,000 people, and we are told the building was crowded to its fullest capacity. The meeting was presided over by Bro. Henry Hilfers, Secretary of the New Jersey State Federation of Labor. Speakers of national, state and local prominence addressed the meeting, among whom was Congressman Charles F. O'Brien, Mayor F. Hague, State Senator Alex Simpson, Hugh Franey, A. F. of L. representative, Vice-President John J. Dowd and others.

Mayor Hague was given a rousing reception, because of his friendly aid and sympathy for the men on strike. It is reported of him that shortly after the roads secured a few bums as strike breakers, he took the sanitary officers of the city to the strike breakers' camp and declared it unsanitary and ran the whole bunch out of the city. Such characteristic acts of assistance and helpfulness has won for Mayor Hague a warm spot in the hearts of the union men of that city. Our hustling representative in Hoboken, Bro. D. J. McGuinness, in reporting the matter, said it was one of the largest and most enthusiastic meetings he had attended in a long time.

A NATION WIDE NON-PARTISAN POLITICAL PROGRAM IN FULL SWING.

From all reports organized labor has taken a larger interest and made its influence felt to a greater extent in the results at the primaries so far held in nominating national and state officers and law makers than ever before. Some of the old reactionary senators, who were the main props of the present reactionary, hide-bound administration have been defeated and sterling, forward-looking progressives nominated in their places. One of the first notable victories was in the defeat of Senator New of Indiana, and, while his successful opponent is equally as reactionary, it is hoped to defeat him at the November election.

Brookhart's nomination for senator in Iowa was a notable victory. He was fought by all the reactionary influences that could be mustered, but to no avail. On the heels of this comes the defeat of Senator McCumber of North Dakota and the nomination of Ex-Governor Frazier. The old reactionary machine of Pennsylvania was badly wrecked and a progressive nominated for Governor. These are but a forecast of what is to follow, as primaries in a number of states are to be held on the first of the present month and equally as good a showing is confidently expected, and if this expectation is realized, there will be a tremendous change in the personnel

of the next Congress, and lame political ducks will be as thick around Washington as flies around a garbage can in summer time.

Partisan politics have lost their significance. Big business knows no party, but controls both as far as it can. Labor and the farmer have learned this lesson and are now voting independently as they never did before. With labor and the farmer joining forces, they can soon become the dominating factors in the nation's affairs and there is every reason why they should unite their forces, for they are being exploited by the same high binders and what affects one also affects the other, even if in a different form.

We must supplement our efforts in the industrial field by an ever increasing activity in the political field to the extent of electing men as law makers who are fair and in sympathy with the aspirations of the masses for a higher standard of living and a fairer share of the wealth they produce. The very existence of organized labor and organized farmers is threatened by unjust and unfair court actions. Reforms must be inaugurated either in the personnel or method of selecting their successors and we must have red-blooded men in our law making bodies, in sympathy with their fellow man, who will bring these reforms about. Therefore, it is the duty of every voter to take an active interest in this matter and vote for those he thinks best qualified to bring about a more just interpretation and enforcement of our laws and justice.

THE A. F. OF L. CONVENTION FAVORS PARDONING OF WAR PRISONERS.

The efforts of the Executive Council of the A. F. of L. to have freed all war prisoners convicted under the espionage laws during the war, were unanimously endorsed at the recent convention of the Federation. These prisoners were sentenced for various terms for minor infractions of some of the drastic war measures enacted under the stress of war, and the cause as well many of these measures have since been repealed, therefore we believe that all of these prisoners should be freed. Surely they have been sufficiently punished by this time. Furthermore, hundreds of big grafters, who robbed the government of millions of dollars, while the war was on, are still enjoying their freedom and their ill-gotten gains, and the chances are they never will be convicted. Their crimes were more serious in their effect on the prosecution of the war than of those now in prison because of infractions of the espionage emergency laws and they, too, should be turned loose.

We also believe that common justice demands that the McNamara brothers, who were framed by the cunning tools of the Erectors Association, Tom Mooney and others, victims of the same malign influences and now in San Quentin prison, should be given their liberty.

The detestable methods of that organization in the past decade shows they will go to any length to carry out their unfair ends.

A RANK DISCRIMINATION IN PAY OF RETIRED MILITARY AND CIVIL EMPLOYEES.

It seems as if Uncle Sam thinks several times more of those who serve in the army and navy than of those who have worn out their lives in the service of their country in a civil capacity, no matter how important that service may have been, judging from the retirement pay allowed them. It seems that the present pay of retired colonels is \$4,500 per year; lieutenant-colonels, \$4,312.50; majors, \$3,975; captains, \$3,375, and so on slowly down the list for commissioned military pensioners, while the high-

est pay of any civilian, retired after 30 years service, is \$720.00 a year and the minimum amount allowed is \$180.00 per year.

This is a rankly unjust discrimination and should not be allowed to continue. The work of the civilian is just as important, if not more so, than that performed by the average officer in the army and navy, and when they have worn themselves out in the service of their country and become too old to do the work they were accustomed to, should be given a sufficient amount to live in at least some comfort the balance of their lives. Congress should remedy this injustice and discrimination without delay.

AGITATING FOR VACATIONS FOR INDUSTRIAL WORKERS.

The Consumers League of Eastern Pennsylvania, we are told, has started an agitation for vacations for industrial workers and is gathering information on the present conditions through a questionnaire sent to employers.

This is a reform that should be consummated so that every one would be given a vacation each year. The United States is very much behind many of the countries of Europe in this matter, as far as the great mass of those employed in factories, shops and shipyards are concerned. A large proportion of those in a supervisory position, clerks in offices, etc., as well as most of those engaged in the professions have enjoyed this boon for many years, and it would be but a mere act of justice to give it to all.

The inauguration of this would greatly improve the health and efficiency of those who now have to toil from one year's end to another, with only a day or so of relaxation and rest at a time. We are told that in some of the textile mills that any of those employed now have to not only lose the time they are off, but must secure a substitute to work in their place. It will doubtless take time and considerable agitation to put this into effect, but it is well worth the effort, and all should lend their active cooperation to this league in their present campaign.

A COLLEGE DEBATING TEAM DEFENDS THE UNION SHOP.

During the past year many debating teams of colleges and universities have discussed the different phases of the labor movement, one of the favorite subjects being that of the "closed" union shop. This is a misnomer, as union shops are not closed to any who are competent to do the work, and willing to join in maintaining fair conditions by becoming a member of the union having jurisdiction. The only real closed shop is that of the so-called "open shop," for in these only non-union men are employed.

One of the strongest arguments of these debating teams that have come under our observation was used by the team representing the Heidelberg University of Tiffin, Ohio, which debated with many of the colleges of the middle west. This team, consisting of Messrs. Edison L. Bowers, and Alfred G. Buehler, have compiled their efforts into a 44-page booklet and placed it on sale for the benefit of the public. They cite a long list of economists and forward thinkers in our industrial problems, in support of the arguments they put forth in defense of the rights and benefits of organization by the toilers. The booklet sells for twenty cents and may be secured from Bowers & Buehler, Tiffin, Ohio.

CONGRESSMAN HULL WOULD CREATE A WAGE BOARD FOR NAVY YARDS AND ARSENALS

Congressman Hull has introduced a bill to create a Board of Adjustment for navy yards and arsenals to be composed of twelve members, three of whom are to be appointed by the Secretary of the Navy, three by the

Secretary of War, and six to be selected by the employes affected by the act.

The duties of the Board are to establish at the first of each year "A fair and reasonable wage and salary schedule to include all classes of employes of the navy yards and arsenals." The Board would also act as an Appeal Board in cases of grievances arising from interpretation of wage awards, etc. The meetings of the Board are to be held in Washington, and the members are to serve without pay. The bill is known as H. R. 11956.

The enactment of this measure would no doubt serve to eliminate much of the dissatisfaction and misunderstandings that have arisen in the past and would be a distinct improvement over the present antiquated and inequitable system now in vogue, and we hope that it will become a law in the near future.

If our members employed in the navy yards and arsenals approve the provisions of the bill they should write their senators and congressmen and so inform them and urge their support of it.

PUBLICATION OF TECHNICAL ARTICLES TO BE RESUMED

For several years we furnished technical articles for the Journal showing the methods of laying out different parts of boilers, etc., but owing to the great increase in our membership, which greatly increased the work of getting out the Journal, we were forced to discontinue this feature about three years ago. We had been doing this work personally, and the more frequent one undertakes to prepare articles the longer it requires to find something to use for illustration. We received many words of commendation on this feature from our members, and have received many requests to have it renewed.

We are therefore glad to inform our readers that we have arranged with Mr. O. W. Kothe, president of the St. Louis Technical Institute of St. Louis, Mo., to prepare twelve articles giving the layout for a standard type locomotive boiler, and the first of these articles will appear in the next issue of the Journal. Mr. Kothe is a practical draftsman of wide experience, and from the specimens of his work in connection with his school and the outlines he has furnished us of these articles, we feel sure they will be of great help to those of our members interested in the subject of laying out. It should be the ambition of every mechanic to be able to lay-out his own work, for in this way he greatly increases his own efficiency and opens the way to further advancement. Get your drawing board and instruments ready, brothers, and follow the work as it appears in each issue of the Journal.

ALL MEMBERS SHOULD READ "LABOR."

I cannot conceive at this time of more important work than scouting about for new subscribers for Labor, hence I am going to take the liberty of making a little talk to readers on that subject.

I use the word "important" advisedly. To my mind, putting the truth squarely up to the workers will bring us nearer a solution of their problems than any other one thing we can do.

To make it possible for everybody to read Labor, the management has made a special "Spread the Gospel" offer to send the paper to any address in the United States for fourteen weeks—covering the issues from August 5 up to the November election—for 25 cents.

It is a remarkable proposition. The price is less than the cost of publishing these fourteen issues. The idea is to get the largest number of persons reading the paper during perhaps the most critical period in the history of the American labor movement.

Without the help of those who know the value of this service, the object will not

be fully realized. Labor should have unstinted help of every one who, like it, is dissatisfied with the kind of news that is being passed out by the commercial press.

The time is short—just a month in which to round up those who are still in darkness.

I earnestly ask every reader of this Journal who is not a reader of Labor to send in his subscription at once. Then he should go farther and get his neighbors on the list. Don't wait for subscription blanks. Just get the names and addresses and a quarter for each name and send them on to the Treasurer of Labor, Washington, and you will have done your share of this work.

We are in the midst of a political struggle that means much to labor. If the workers can be properly advised, we shall record victories as heartening as those won in Iowa and North Dakota. There Labor was in the hands of every railroad worker, and the result was revealed in the returns.

But the worker elsewhere must be informed of basic facts before he can be expected to take intelligent political action. It is worse than folly to imagine that he is immune from the propaganda to which he has been subjected for years. He is confused and misled. It must be pointed out to him exactly where his interests are. He should be encouraged and stimulated to act cooperatively with his fellow for their common redemption. All this Labor can and will do if given the chance.

That is why I have stressed the importance of getting to work at once and keeping it up until the last possible recruit has been landed.

Start today. A little effort and some enthusiasm will bring tremendous results. Results that will count, too.

Incidentally, the matter should be brought to the attention of your lodge. Appoint a committee of "live wires" to "Spread the Gospel" by securing new subscribers for Labor. Put the paper in the hands of the ministers, the teachers, the business and professional men as well as members of organized labor.

QUOTATIONS

Prudence is a duty which we owe ourselves, and if we will be so much our own enemies as to neglect it, we are not to wonder if the world is deficient in discharging their duty to us; for when a man lays the foundation of his own ruin, others too often are apt to build upon it.—Fielding.

It is the most beautiful truth in morals that we have no such things as a distinct or divided interest from our race. In their welfare is ours, and by choosing the broadest paths to effect their happiness we choose the surest and shortest to our own.—Bulwer Lytton.

Allow the performance of an honorable action to be attended with labor, the labor is soon over, but the honor is immortal; whereas, should even pleasure wait on the commission of what is dishonorable, the pleasure is soon gone, but the dishonor is eternal.—John Stewart.

God designs that a charitable intercourse should be maintained among men, mutually pleasant and beneficial.—Barrow.

Prudence supposes the value of the end to be assured, and refers only to the adaptation of the means. It is the relation of right means to given ends.—Whewell.

The people of the United States very deliberately formed their government with the view of remaining masters of it; and they are not yet willing to abdicate in favor of anyone; even the most audacious conspirator against the sovereignty.—John Biglow.

STRIKES NOW IN FORCE

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)	Cosden Refining Co., Tulsa, Okla. (Lock out.)
Rochester Tank & Boiler Works, Rochester, N. Y. (Unfair.)	Higgins Bros, Bayonne, N. J. (Unfair.)
Billberg Boiler Works, Houston, Texas. (Strike on.)	Petroleum Iron Works, Port of New York. (Unfair.)
Felipso Oil Works, Franklin, Pa. (Unfair.)	Win. P. Copping Contract Ship & Tank Works, New Orleans, La. (Unfair.)
The Lucey Mfg. Co. Chattanooga, Tenn. (Strike on.)	Vulcan Iron Works, Wilkes Barre, Pa. (Strike on.)
Morse Bros. Mach. & Supply Co., Denver Colo. (Unfair.)	Wilmington Iron Works, Wilmington, N. C. (Unfair.)
Cramps Ship Yards, Philadelphia, Pa. (Strike on.)	Wilson Bros., Hoboken, N. J. (Unfair.)
Ajax Boiler Works, Denver, Colo. (Unfair.)	Salt Lake Boiler & Sheet Iron Works, Salt Lake City, Utah. (Unfair.)
S. F. Bowers & Co., Fort Wayne, Ind. (Unfair.)	J. D. Cousins Boiler Works, Buffalo, N. Y. (Unfair.)
Provo Foundry and Mach. Co., Portland, Me. (Strike.)	Lake Erie Boiler Works, Buffalo, N. Y. (Unfair.)
Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)	W. K. Henderson Machine Foundry & Boiler Works, Shreveport, La. (Unfair.)
Ritter-Conley Co., at Paragon Oil Co., Toledo, O. (Strike on.)	Petroleum Iron Works (Unfair to our members) Port of New York.)
Mathison Alkali Works, Saltville, Va., (Strike on.)	Panhandle Boiler & Machine Shop, Wichita Falls, Tex. (Unfair.)
Lebanon Boiler Works, Lebanon, Pa. (Unfair.)	Dominion Shipbuilding Yard Toronto, Ont., Can. (Strike on) on work being done by the Collingwood Shipbuilding Co., for Dominion Government.
McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)	
Atlanta, Birmingham & Atlantic R. R. (Federated strike on)	
Missouri & North Arkansas Ry. (Federated strike on.)	
Missouri Threshing Machine Co., Hopkins, Minnesota. (Strike on.)	

International Officers' and Organizers' Reports

REPORT OF INTERNATIONAL VICE-PRESIDENT JOSEPH P. RYAN

(Period May 16 to July 15, 1922, Inclusive.)

With the exception of the period June 13 to 17, 1922, the writer has been engaged in the City of Chicago in connection with organization matters since my last report in June Journal. I am pleased to report that I have attended regular meetings of Lodges No. 220, 227, 434, 454 and 626 in Chicago and Lodge No. 322 in St. Louis, Mo. In connection with foregoing I attended Federation meetings of the Pennsylvania Railway and System Federation No. 130, also several organization mass meetings of the Illinois Central shop trades and I am pleased to report that we were successful in getting a number of reinstatements.

Strike Meetings Chicago District.

Since the advent of the nation wide strike of the shop trades it has been my pleasure to meet with all trades at various locations throughout the city and vicinity. The following will speak for itself:

Illinois Central shopmen, Burnside, eight meetings.

Baltimore & Ohio and E. J. & E. shopmen, South Chicago, two meetings.

B. & O., C. T., Monon, Erie, C. & O., I. H. B., Hammond, Ind., one meeting.

Belt, Grand Trunk, Chicago Junction, Western Indiana, Chicago, two meetings.

Pennsylvania shopmen, Chicago, one meeting.

Milwaukee shopmen, Chicago, one meeting.

Nickel Plate shopmen, Chicago, one meeting.

The morale of all men on strike is excellent. Pickets are doing good work and all men on strike are displaying the proper spirit. Chicago as usual delivered the goods. Owing to the numerous meetings and the location of same the Railway Employees Department has assigned eight Representatives to cover same, including the writer.

Executive Board Meeting District Lodge No. 20.

June 13 to 17 the writer assisted the Executive Board of District Lodge No. 20, Illinois Central Railway System in session at the Laclede Hotel, St. Louis, Mo. Resignation of Business Agent Brother John McConnell accepted and the Board temporarily assigned Brother James C. Eubanks as Business Agent pending an election to fill the vacancy.

An audit of the finances of the district for the current year developed the following:

Balance brought forward funds of the district.....\$1,533.16

Receipts all sources April 26, 1921,
to June 14, 1922..... 6,226.85

Total.....\$7,760.01

Balance funds District 20 June 15,
1922\$1,019.09

Disbursements all sources, same
period 6,740.92

\$7,760.01

To balance.....\$7,760.01

I am pleased to report District Lodge No. 20 in fine shape all things considered. The Secretary-Treasurer's books were found correct and in excellent condition. Several important matters were handled by the Board during the meeting at St. Louis, Mo.

Final Report Lapsing Lodge No. 56 Vicksburg, Miss.

I am herewith making final report as to the reinstatement fees, dues, etc., received from the members of Lapsed Lodge No. 56: Receipts from eight reinstatements..\$123.30
Receipts from monthly dues..... 25.25
Receipts partial reinstatements..... 6.00
Cash receipts from former secretary. 48.42

Overall\$202.97

Disbursements.

Loyal Order of Moose, Vicksburg, Miss., hall rent....\$ 40.00

International for due and reinstatement receipts..... 95.65

District Lodge No. 20 district dues and assessment 47.90

\$183.55

Balance funds Lodge No. 56 to revert to International.....\$ 19.42

All members reinstating and paying dues to date have been issued clearance cards and instructions.

Conclusion.

In addition to the foregoing I have sent to the I. S.-T. \$74.25 for supplies care Lodge No. 220 and have turned over to Lodge No. 626 one reinstatement fee of \$15.75. The foregoing comprises a brief synopsis of my work for the two months' period herein referred to and I trust the same will prove interesting to the many readers of our Official Journal and at the same time conserve space in the August issue.

All mail home address 7533 Vernon Ave., Chicago, Ill. Fraternalv yours, Jos. P. Ryan, International Vice-President.

is moving faster than his immediate surroundings.

So let's us raise our heads above the gray fog of ignorance and get our bearings from the vanishing past; then set our faces fearlessly toward the future, and proceed to our destiny, the station of brotherhood, viz. District of Port of New York and vicinity. Let us all get together with one thought in mind and see that district is formed, blot out past petty grievances and try to accomplish something that will be of a benefit to all and by so doing local lodges affiliated with district may be in a position to submit the name of one of those in their respective lodge to run as a candidate for Business Agent, when district is in a position to place one in field, and then and not until such time will "Ignorance" be cast aside and those who have stuck to organization through past spell of idleness will be rewarded for their loyalty.

In conclusion, allow me to say that I hope that in the very near future the politicians of this country will realize that they have made a serious mistake in assuming that the patience exhibited by the American people is an expression of cowardice. With best wishes to all, I am, your fraternally, D. J. McGuinness, S. L. 163.

East Boston, Mass.

Dear Sir and Brother:

In conformity with the policy adopted by the American Federation of Labor to stand by its friends in the halls of legislation, a large number of the union men of our craft, who vote in the Second Suffolk Representative District of Massachusetts, feel that common decency and ordinary gratitude impels them to do all that they can to insure the re-election to the Massachusetts Legislature of Representative William H. Hearn, who as a member of the Committee on State Administration in 1922, unmindful of the alluring inducements brazenly held out to him by the capitalistic foes of organized labor, who were making one supreme attempt to annihilate trade unionism in Massachusetts, stood up boldly in this Committee and with all the magnetic eloquence of his sterling young manhood, denounced the plot of the experimenters in industrial ethics, to inflict upon this Commonwealth an industrial court, mention of which has been made before in these columns by the writer. Although powerful interests, which of course felt keenly the defeat of the scheme to make the wage earners of Massachusetts industrial slaves, are out to encompass the political destruction of Representative Hearn, he fears them not, confident that the people of his district, men and women alike, will retain their confidence in him, and send him back again for another term in the Great and General Court of Massachusetts.

The blaze of enthusiasm for the rekindling of the apparently simmering fires of trade unionism in our craft that has been fanned

into beacon lights of power and strength in the Great Metropolis and its adjacent territory of the great Empire State by the convincing logic and persevering missionary work of Brothers John J. Dowd and George J. McWilliams and their able lieutenants in the Port of New York, has spread the light of its luminous and salutary influence all over Massachusetts and New England, from all points of which signs are discernible of a belief in the truth of that time honored slogan, "United we stand, divided we fall." The large number of delinquents who have returned to the ranks of Lodge 585 is proof of the foregoing assertion.

The change for the better is particularly pleasing to our energetic young President, Brother John H. Hancock, who, like the writer, has undergone the indignities of discrimination and consequent frequent lack of employment during the past year, because they have retained their official positions in these days when organized labor is being tortured on the rack of capital.

Brother John J. Welch, our former "daring" Business Agent, has ambitions to become an International Organizer. Whether or not the lightning will cross his path time will tell. Yours fraternally, Daniel B. McInnes, C. S. L. 585.

Louisville, Ky.

Dear Sir and Brother:

On Sunday, June 18th, the cornerstone of the Union Labor Temple was laid before a crowd of 7,000 toilers and also the labor leaders of the A. F. of L. Notably among them were President Sam Gompers, Brother President J. A. Franklin, Brother Scott and B. M. Jewell. Before the dedication a banquet was given by the Union Labor Temple at the Tyler Hotel, and speeches were made by President Sam Gompers, Hon. Wood Axton, Col. P. H. Callahan and Brother Jas. Dalton and a good time had by all 400 union men and women present. On Sunday evening Brother President J. A. Franklin and B. M. Jewell addressed an audience of several thousand and their speeches were surely well taken. Yours fraternally, Frank H. Porzig.

St. Louis, Mo.

Dear Sir and Brother:

While we are writing you very late on a matter that is dear to our members, we hope it is not too late, and that notwithstanding the ruling of the Executive Council, you will allow us space to say a few words of tribute in honor of the memory of our departed brother and former Financial Secretary, Brother Henry Seikman, who was honored and beloved by all our members, and was well and favorably known to all our International officers, as well as a multitude of our members located in various sections of the country, who had the pleasure of meeting him while passing through

St. Louis during the many years he served Lodge 27 as its Secretary.

We wish to testify to his many noble acts and his devotion to the Organization, as he surely was a thorough union man and did at all times, both night and day, give his time to the organization and did many humane and noble acts towards his brother members.

Brother Seikman was initiated in Lodge 27 August, 1900, and served as its Financial Secretary for fifteen years. The members of Lodge 27 sent a floral design and attended the funeral in a body, and three of its members acted as pallbearers. We desire to extend to the family of Brother Seikman our heartfelt sympathy in their bereavement and pray that Almighty God will comfort and console them that they bear their trials with fortitude and with the consoling hope of reunion beyond the grave. Fraternally, J. J. Streib, J. Foley, Harry O'Toole.

Saginaw, Mich.

I have worked all over those Texas Plains,
From Portland, Oregon, to Portland,
Maine;
From that rock-bound coast to the Golden
Gates,
From the Gulf of Mexico to Hudson Bay—
And in fact all the States in the U. S. A.

I have worked on the Isthmus of Panama
And also for the "U. P." in Omaha.
It was up in the city of Boston,
I helped them can the beans,
And helped them build their boilers
Down in Algiers and New Orleans.

And over in Pensacola, I picked those
oranges sweet,
And up in the city of Chicago
I helped Armour pack his beef.
I worked out in Salt Lake City
On the D. & R. G., but blew the job
One winter's night to go down on the
Sante Fe.

Well, it was rather warm in the "Needles,"
And as the "Boes" were going through,
I met a pal of mine—I worked with on the
C., B. & Q.
Well, he was bound for the "Harvest"—
For that is the place we always meet—
And we landed a job on the "Big G,"
Helping them haul the wheat.

I have done my bit in the Steel Mills
And in the Shipyards, too.
I suppose you think I'm a "slacker"
Because I didn't get across with you,
But I would rather be a "Boomer"
And on a Park Bench snooze,
Than to be at work for the railroads in this
country,
Under the Labor Board Rules.
—Burt Elsemore.

Regina, Sask., Can.

Dear Sir and Brother:

Mrs. E. Galvin wishes to thank all locals who contributed to the appeal made by Local 359 on her behalf, and she also appreciates the sympathy of those who could not contribute.

The money was paid over to the city nurse here, who had the responsibility of buying her and the child tickets to England, and also to pay to Mrs. Galvin \$100 government grant. Enclosed find receipt for \$105 signed by the city nurse.

The following Local 532 donated \$28, but they paid the same to the city nurse themselves, but I enclose all the locals donating, making \$132. One dollar has been received by me since I paid over the money. The same will be forwarded in due course.

Sub. Lodge		Sub. Lodge	
189	\$ 2.00	139	1.00
355	3.00	29	2.00
359	5.00	95	1.00
117	5.00	116	5.00
367	5.00	11	1.00
470	2.00	126	5.00
161	5.00	52	2.00
53	5.00	264	2.00
260	5.00	478	10.00
111	1.00	106	2.00
485	3.00	463	3.00
10	1.00	446	2.00
450	2.00	532	28.00
297	10.00	310	3.00
68	2.00	286	1.00
201	2.00	366	1.00
242	5.00		
384	2.00	Total	\$133.00

Yours fraternally, Harry Mathews, F. C. S., L. 359.

New Orleans, La.

Dear Sir and Bro.:

What a wonderful workshop is man's brain! Its noiseless machinery cuts and carves and moulds in the imponderable material of ideas. Its works, its endless miracle through the brawny arm of labor and the deft fingers of skill, and the world moves forward by its magic. Aladdin rubbed his lamp, and the shadowy genii of fable performed impossible wonder. The dreamer of today rubs his fingers through his hair and the genii of his intellect works miracles which eclipse the most extravagant fantasies of the "Arabian Nights." A dreamer saw the imprisoned vapor throw open the lid of a tea kettle, and lo! a steam engine came puffing from his brain. And now many a huge monster Corliss—beautiful as a vision of Archimedes and smooth in movement as a wheeling planet—sends its thrill of life and power through mammoth plants of humming machinery. The fiery courser of the steel-bound track shoots over hill and plain like a midnight meteor through the fields of heaven, outstripping the wind. Six hundred years be-

fore Christ some old Greek discovered electricity by rubbing a piece of amber, and unable to grasp the mystery, he called it soul. His discovery slept for more than two thousand years until it awoke in the dreams of Galvani, Volta and Benjamin Franklin.

In the morning of the nineteenth century the sculptor and scientist, Morse, saw in his dreams phantom lightnings leap across continents and oceans, and felt the pulse of thunder beat as it came bounding over threads of iron that girdled the earth. In each throb he read a human thought. The electric telegraph merged from his brains like Minerva from the brow of Jove, and the world received a fresh baptism of light and glory. In a few more years we will step over the threshold of the twentieth century. What greater wonders will the dreamers yet unfold?

It may be that another magician, greater even than Edison, the "Wizard of Menlo Park," will rise up and coax the very laws of nature into easy compliance with his unheard of dreams. I think he will construct an electric railroad in the form of a huge tube and call it the "electric scoot" and passengers will enter it in New York and touch a button and arrive in New Orleans two hours before they started. I think a new discovery will be made by which the young man of the future may stand at his "kiss-o-phone" in Kansas City and kiss his sweetheart in New Orleans with all the delightful sensations of "the aforesaid and the same." I think some Lerbig will reduce foods to their last analysis, and by an ultimate concentration of their elements, will enable the man of the future to carry a year's provisions in his vest pocket. The sucking dude will store his rations in the head of his cane, and the commissary department of the whole army will consist of a mule and a pair of saddle bags. A train load of cabbage will be transported in a sardine box and a thousand fat Texas cattle in an oyster can. Power will be condensed from a forty horse engine to a quart cup. Wagons will roll by the power in their axles and the cushions of our buggies will cover the force that propels them. The armies of the future will fight with chained lightning, and the battle fields will become so hot and unhealthy that

"He who fights and runs away
Will never fight another day.

Some dreaming Icarus will perfect the flying machine, and upon the aluminum wings of the swift Pagasus of the air the light hearted society girl will sail among the stars

"Behind some dark cloud, where
no one is allowed,
Make love to the man in the
moon."

The rainbow will be converted into a Ferris wheel; all men will be bald-headed; the women will run the government, and

then I think the end of time will be near at hand.

Thanking you in advance, and long live the Journal under your management, I remain, Reg. No. 98623, Cresecent City Lodge No. 37, New Orleans, La.

Louisville, Ky.

Suppose you heard of the killing of one of our Brothers at Cleveland, Ohio, Brother Wm. Urquhart, Boiler Maker, member of Local No. 744. We buried him this morning and the Boiler Makers turned out in a body and held the ceremonies at the grave. This is one of the most disastrous crimes in the history of any strike. This brother was shot down while on duty as a picket. He was shot through the back by one of the railroad guards. I hope the man that done it will be punished. The following resolution was adopted by the Boiler Makers and Helpers Locals No. 40 and No. 102 yesterday. Please give this to Brother Casey for publication in the Journal.

Resolution.

Whereas, The Almighty God has taken from our midst our Brother Wm. Urquhart, member of Local 744 of Cleveland, Ohio, and whose home is in Louisville, Ky.

Whereas, This brother came to his death from a gun shot fired by guards at the railroad shops in Cleveland, Ohio, the shot striking him in the back. This brother died while serving the cause of humanity, on strike, for justice for all; and

Whereas, Having full knowledge of the cowardly act, we, the membership of Lodges No. 40 and 102, denounce same as the most disastrous crime of all time; therefore, be it

Resolved, That the membership of both lodges turn out in one body at the funeral and escort same to its resting place. Signed—J. F. Dalton, Sec'y L. No. 40; Frank Porzig, Sec'y L. 102; Thos. McGuire, Pres.

Detroit, Mich.

Whereas, The president of the United States has on this 11th day of July, 1922, issued a proclamation warning all persons to refrain from all interference with interstate transportation and carrying of the United States mail.

Whereas, The president of the United States, in his proclamation has given his official approval, to the striking shop men, the right to "decline to work" and also in the president's proclamation he has approved of any person desirous of selling his labor to an employer as a scab, or strike-breaker.

Resolution of Detroit M. C. R. R. Federated Shop Crafts.

Resolved, That owing to the fact that 400,000 railroad shop employes by a referendum vote have decided to reject the autocratic rules and decisions handed by the so-called Labor Board and 400,000 shop em-

ployes have declined to work until such time as this autocratic board is willing to meet with our international representatives and render decisions that are fair and just to warrant us as workers of this great transportation system of the United States an American standard of living conditions and wages.

Resolved, That if with the president's approval the railroad officials of the United States can carry on the transportation, and carrying of mail with the few men who have lowered themselves enough to become scabs and strike-breakers. That we here assembled, the six Federated Shop Crafts in session while on strike, do hereby extend our good will to the extent that we promise we will only use our moral persuasion to enduce such degenerates that are blind to the cause and have lowered their principles enough to become a capitalistic tool in this great struggle for emancipation and influence them to join our ranks, which in turn spells victory and means better working conditions, wages, and a more prosperous business and a better United States.

Committee of Detroit M. C. R. R. Federated Shop Crafts representing 1,200 members. Andy M. Davies, R. H. Erickson, W. J. Laverty.

Pocatello, Idaho.

Dear Sir:

Enclosed a resolution of thanks.

I am requested to send this resolution to you and have you to publish it in the official Journal as quick as possible.

Everything is standing pat here. We are 100 percent out in Pocatello. Yours fraternally, Corresponding Secretary Geo. A. Parker.

**Pocatello Local Federated Shop Crafts
O. S. L. R. R. Union Pacific System.**

Resolution of Thanks.

Whereas, The Pocatello Chamber of Commerce has granted to the General Strike Committee of the Six Federated Shop Crafts now on strike in Pocatello every possible favor within reason; and

Whereas, The Chamber of Commerce has taken every possible precaution to see that our interests have not been prejudiced or jeopardized during our strike against the decisions of the Railway Labor Board of the United States; and

Whereas, The Striking Railway Shopmen appreciate the attitude towards them; therefore be it

Resolved, That a resolution be forwarded to the Pocatello Chamber of Commerce extending to its officers and members our sincere thanks and appreciation; and be it further

Resolved, That a copy of this resolution be forwarded to all local labor organizations in our city, with instructions to the local organizations which are now out on strike to forward copy of same to their

international organizations to be published in the Official Trade Journals. Respectfully submitted, H. S. Oliver, H. L. O'Hara, B. S. Brown, committee on resolutions, Pocatello, Idaho, July 6, 1922.

Passed and approved this 6th day of July, 1922. G. Mayers, general chairman strike committee. W. B. Yates, general secretary strike committee.

Mandan, N. Dak.

Dear Sir and Brothers:

Will you please give all possible publicity to the enclosed resolution and oblige. Yours fraternally, Claude Funden, Sec'y.

Mandan Federated Shop Crafts Pass.
Resolution to Control Basic Public Utilities at Their Meeting Tuesday Morning.

To the President of the United States, the Senate and Congress of the United States and all others concerned with government: The general public, the press, officials of organized labor, all labor—organized and unorganized—all people who are believers in Democracy and a government of the people, by the people and for the people:

Whereas, It has been in recent years the policy to amass capital into gigantic corporations to stifle all competition, and

Whereas, It has been the policy of said corporations to use certain funds supplied by said corporations, to influence election of public officials and by other means to seek control of all government, and

Whereas, This policy is contrary to the Constitution of the United States and the intent of Democratic government, and

Whereas, It has been the policy of said gigantic corporations to throttle competition and extort from the public such special taxes and rates that remove from certain of the people the necessities for health and life, and from the farmer opportunity to market his products, and

Whereas, This policy has been in effect so long the said gigantic corporations have become arrogant and to seek autocratic control of government and the enslavement of the common people, thereby destroying the industrial freedom guaranteed by the Constitution of the United States, and

Whereas, The pursuit of this policy of industrial enslavement has forced out of employment and in protest of more than one million workers, and

Whereas, The continuous pursuit of the corporation policy means intermittent suspension by different bodies of workers, thereby causing turmoil and chaos.

Now, Therefore Be It Resolved, The President of the United States through Congress take immediate steps to take over all railroads of the United States and coal mines necessary to supply the public with coal, and to control and operate the same in the welfare, comfort and safety of all the people.

This resolution was adopted by Federated Shop Crafts, Mandan, July 11, 1922, and copies furnished other Federated Bodies and the press.

Dunkirk, N. Y.

Dear Sir and Brother:

I have been requested to have you allow us a small space in the Journal in regards to repairing engines that are at the plant at present. At our last regular meeting of Lodge 125 of Dunkirk, N. Y., it was decided that we refuse to repair any old locomo-

tives or have anything to do with them. We know here that when the Boilermakers take a vote on such a serious question they generally stick to it. Hoping you can allow us space in the Journal, so all members can read, as we understand that some points think that the Brooks Works are repairing those engines, I am yours fraternally, Robert Ormsby, Sec'y L. 125.

International Correspondence

June 22, 1922.

Dear Mr. Casey:

I received your letter of date 21 of last month and I was glad to know of you again.

Yes, I read the Boiler Makers' Journal of the month of December and I saw the photos of your headquarters building that looks very good and we are proud of the efforts of our brothers which has the same craft and has the same spirit of progress and keep his position in the world as workmen honest and industrious. Of the first point that step make ours free of pay rent which is great economy, and the second point as yours advanced to co-operation only thing we can do in the present society.

Here in Mexico two workingman societies start to co-operation one is in Mexico City of cabinetmakers (fine carpenters) which start with 3,000 pesos and now has a capital of 23,000 pesos and good machinery, the other one is the stevedores which take out cargo of ships of Tampico wharfs with some of his funds and some money loaned buy machinery as cranes, slings, etc., and now all them has good wages.

We like co-operation, too, but we are afraid to start some business, the other day we think about that, because our members get groceries from one store of workingman called "La Cooperativa" in that store give all the men want with one order of foremen, but, the interest for the loan is 3% every 15 days (pay day) and we sow some injustice because give some time more high than other stores. Now we loan money to members with 2% of interest in the same time and all them are glad because buy in the part give more chips to them. The Society has an utility of \$200.00 every month. Here is one form of co-operation some bad but is all we can do for this time. Maybe very soon we start other form as store or other thing of positive benefit.

The present time we work 48 hours for

week (I work for month) and our members are glad because the company stop the economy last month. We think in an era of prosperity for Mexico in attention of the good settlement of Mr. De la Huerta and the bankers in New York. If that is true too many works start very soon and all people has work and good pay the steel workman in the first line. I believed which United States received benefits too with that settlement.

I has now the book Electric Arc Welding by W. Wanamaker and H. R. Penigton. I found of interest for me.

We has the idea of make an exchange of boys of your Union and the mine here has as 5 or 6 boys which love the studies 2 has class of geometrical and arithmetic from Scranton, Pa., in Spanish and all them start to learn English with a brother which was lived in California. I think is possible to send them to United States to make good perfection in his work and give opportunity to see good and modern shops. The only matter to know if American boys has some interest to know Mexico. The only good we can make is give work in any city them want but is better Mexico City because there give class of Spanish language in the "Universisad Nacional" the time is in the summer and give free. We can fix that and we put the wages of first class boiler maker. Our Union has contract with company and we give the boiler makers to work. Maybe that is the first points we put in consideration in our next convention with your Union. In me next letters I talk about this point more slow.

I are so glad because you offer any assistance to some points in our next convention. Maybe you give good help in same thing you are familiar.

I put an end to my letter and give the best wishes to you and your Society.

Yours very truly, Manuel I. Ortega.

In Memoriam

Notice of the following deaths of members and relatives of members have been received, with suitable resolutions of sympathy:

Members.

Bro. Guy Spurgeon, member of Lodge 90, Sugar Creek, Mo., died recently.

Bro. James F. Gerken, member Lodge

402, Portsmouth, Ohio, died July 8, 1922.

Bro. G. C. Blankenship, member of Lodge 428, Norfolk, Va., died June 15, 1922.

Bro. Charles W. Austin, member of Lodge 317, Richmond, Calif., died recently.

Bro. Toney Scalle, member of Lodge 53, Madison, Wis., died March 9, 1922.

Bro. Lawrence West, member of Lodge 37, New Orleans, La., died May 21, 1922.

Bro. John Barrance, member of Lodge 597, Escanaba, Mich., died June 29, 1922.

Relative of Members.

Wife of Bro. Marion Cutsinger of Lodge 107, Louisville, Ky., died recently.

Mother of Bro. Albert Atzuiger of Lodge 107, Louisville, Ky., died recently.

Mother of Bro. Clarence Reynolds of Lodge 107, Louisville, Ky., died recently.

Brother of Bro. W. D. Renfro of Lodge 209, Denison, Tex., died recently.

Father of Bro. G. F. Everette of Lodge 209, Denison, Tex., died recently.

Mother of Bro. C. E. Thompson of Lodge 209, Denison, Tex., died recently.

Mother of Bro. D. L. Baker of Lodge 209, Denison, Tex., died recently.

Son of Bro. Moritz Fisher of Lodge 713, Breckenridge, Minn., was killed June 15.

Mother of Bro. H. W. Huff of Lodge 328, Shreveport, La., died recently.

Miss Mary Roberson, daughter of Bro. Thomas Roberson of Lodge 226, Salisbury, N. C., died recently.

Mrs. Ellen McDowell, mother of Bro. P. J. McDowell of Lodge 66, Little Rock, Ark., died July 5, 1922.

Daughter of Bro. C. C. Downs of Lodge 90, Sugar Creek, Mo., died recently.

Mrs. Ida Frey, Bethlehem, Pa., mother of Bro. George Frey of Lodge 154, Pittsburgh, Pa., died June 28th.

Co-Operation

CO-OPERATIVE CONGRESS MAKES HISTORY

Brighton, England, a fortnight ago, was the scene of a most significant meeting, according to reports received by the Co-operative League at New York city. Sixteen hundred delegates elected by co-operative societies, met to consider questions of national and international importance.

This meeting was the annual Congress of The Co-operative Union, the national educational federation of British co-operative societies, which performs the work in Great Britain done by The Co-operative League in the United States. The delegates represented a membership of 4,526,475 co-operators, and together with their families, constitute one-third of the population of Great Britain.

Precedents were shattered at the Brighton Congress by the appointment for the first time of a woman to preside over the Congress. The new President, Margaret Llewelyn Davies, in her inaugural address, emphasized the fundamental character of the Co-operative movement.

"We are working for no patchwork modifications, for no 'reconciliation of capital and labor,' for no 'infusion of a better spirit' into old industrial forms," she said. "We are laying the foundations of a new industrial civilization. The rallying cry for the whole labor world is the replacement of capitalism by an industrial democracy producing for use. It is such a non-capitalist society that co-operators are actually creating. Our program transfers the power of capitalism into the hands of the people organized democratically as consumers; makes capital the servant of labor; allows for a partnership with the workers; abolishes profit, socialises rent, and will ultimately get rid of the present wage system.

It opens the great portals of international trade in such a way that all nations may pass through it fraternally together. It gives real power to our political democracy by the creation of an economic democracy."

The Congress went on record in favor of the establishment of a co-operative daily newspaper. During the past year, there was a persistent campaign of misrepresentation against the co-operatives, through the columns of the newspapers controlled by private merchants. The delegates of the Congress resolved to combat this campaign by means of a daily co-operative journal to be established as soon as possible.

The political policies of the Co-operative Movement were discussed, and demands were made upon the government to cease discriminating against co-operative enterprises. The establishment of a co-operative college, the attitude of co-operative societies towards their employees, and other important issues were debated.

It was announced at the Congress that the co-operators of Great Britain had subscribed 74,190,375 pounds to the capital stock of their enterprises; that the land buildings owned by their societies were valued at over 28,000,000 pounds, while the goods on hand in their establishments were worth 25,000,000 pounds. The sales in these societies in 1920 amounted to 219,000,000 pounds, on which a surplus-saving of 18,000,000 pounds was created, for distribution among the members in proportion to their purchases.

One of the most inspiring occasions in the Congress was the International meeting, which was addressed by German, French, Belgian, Swedish, Finnish, Russian,

Georgian and Indian delegates. The foreign delegates reported on the condition of their co-operative societies and pledged themselves to work towards the international solidarity of all co-operative societies.

Heinrich Kaufman, one of the leaders of the German Co-operative Movement, stressed the peace program of Co-operation. "Being Co-operators," he said, "we are men of peace. Our movement develops best when there is peace and friendship and con-

fidence among the nations. The German Co-operators wish and ask you to work with all your might in the sense of our old co-operative ideals of peace, liberty and fraternity. It is not sufficient that the arms have been laid down. It is the economic peace and with it the economic life throughout the world, which must be re-established. The liberty of economic life shall be our aim, and hand in hand animated by fraternal feeling, we will make all efforts to reach it."

CO-OPERATIVE DAIRY OPENED

The private milk dealers of Cleveland, O., received the answer to their lockout of last fall, when eight wagons of the City Co-operative Dairy started out on the morning of June 28 to deliver milk. This marked the opening of the first co-operative dairy in Cleveland.

Little did the arrogant milk dealers reckon on the possibilities when they locked out their workers last year. It happened that just at that time, a District Adviser of The Co-operative League was lecturing in Cleveland. The Adviser immediately suggested to the dairy workers that they join hands with the consuming public, to finance and operate a co-operative dairy. The suggestion met with an enthusiastic response. The dairy workers and Co-operators of Cleveland formed a co-operative society, open to membership for all consumers. Sixteen hundred consumers, fifteen labor unions and three co-operative societies subscribed to the stock of the co-operative dairy. After many months of careful organizing

work, sufficient capital was raised to purchase and install the machinery.

The co-operative was organized along the lines, and with the assistance of the successful Franklin Co-operative Creamery Association of Minneapolis, which also grew out of a lockout. The latter organization has been in operation only a little more than a year, but it is now doing a business at the rate of \$140,000 a month, and is daily encroaching on the business of the private dealers. Just as in the Frankling Creamery, each member of the Cleveland co-operative dairy has only one vote. The enterprise is governed democratically by the consumers. Milk will be sold at the prevailing price, but the surplus remaining after expenses are paid, will be rebated to consumers on the basis of their purchases. The City Co-operative Dairy aims to supply the purest product in the city, without private profit. This it can do because it is owned and operated by the members for the benefit of the members.

UNIVERSITIES TEACH CO-OPERATIVE MANAGEMENT

The College of Agriculture of the University of California, Berkeley, Calif., has established a new line of work known as Rural Social Economics which is training men in the organization and management of farmers' co-operative societies. These courses will be under the immediate direction of Professors Mead and Camp, both national authorities on co-operation. The great farmers' co-operative associations of California are the best organized in the country and the state university has established these courses in order to meet their demand for trained managers.

In New York the State College of Agriculture at Cornell University, Ithaca, N. Y. is pioneering in the field of co-operative education. It has instituted classes in co-operative marketing the members of which are organized into various kinds of producers' co-operative associations. These associations conduct co-operative transactions

on paper enabling the students to find out for themselves the actual problems and opportunities of the co-operative movement. At present the members of the class are organized as the Growers' Co-operative Backing Association. They have elected a board of directors from their members, have formulated by-laws and are investigating practical questions of policy and methods of doing business. As soon as the members of the class acquaint themselves with this type of co-operative association they are organized into another with new directors and officers. Their reports and conclusions are carefully checked up by officials of real co-operative associations in the same field that they are studying.

The greatest need of the co-operative movement in America is co-operative education. The universities of the country could do no finer service than to induce competent leaders and managers to help the people found and operate their own enterprises.

CO-OPERATIVES FEED STARVING AUSTRIA

Thoughtful students of social conditions in Austria are agreed that the Co-operative Movement is the only sound organization now existing in that sorely beset land.

While the government and private business is bankrupt, morally and economically, the Co-operative Movement is every day growing in power.

The Co-operative Society in Vienna alone conducts 144 distributive stores which supply the wants of half the people of that city. During the year 1920-1, the membership of the society rose from 140,541 to 152,513, while the turnover increased tremendously, due not only to the decline in the value of the Austrian crown, but also to the increase in business. The savings bank deposits of the society increased enormously. The so-

cietiy owns 172 houses, which are rented to members.

The President of the Federation of Austrian distributive societies is Karl Renner, who was formerly Premier of Austria. Realizing that the salvation of his country lies in economic reconstruction, Karl Renner is devoting himself to the development of the Co-operative Movement, rather than to futile reliance on politics.

LIVING COSTS DRIVE GERMANS TO CO-OPERATION

Although Germany has long been the second country in the world in point of co-operative societies, the economic distress following the war and the continually rising cost of living have driven the people by thousands to co-operation as their only salvation.

During 1921, 4,887 new local societies were formed, in addition to 149 central co-operatives, making a grand total of 47,767 co-operative societies in the Republic. The annual increase in co-operative societies before the war was but from one to two thousand. The greatest increase is noted in the agricultural co-operative societies, while the largest total is attained by the Peoples' Co-operative Banks, of which there were 20,566 on January 1, 1922.

The German Co-operative Wholesale Society of Hamburg reports an enormous in-

crease of business in 1921 almost doubling its previous year's record, with a business of nearly two and one-half billion marks. This represents an increase both in the value and the quantity of goods sold. The German Wholesale Society, like the English, owns many of the factories which supply its products, including cured meats, clothing, shoes, tobacco, soap, chocolate, pastry and sugar factories.

The German Co-operative Wholesale Bank shows a similar progress during the past year. Its turnover increased from 3,361,000,000 to 6,841,300,000 marks, its deposits likewise doubling to 211,900,000 marks and its assets to 3,400,000,000. Even with the present low value of the mark, this tremendous business indicates the great power of co-operation in restoring the economic life of Germany on a democratic co-operative basis.

FARMERS' CO-OPERATIVE MARKETS TAKES FIRST PLACE

The Co-operative Marketing Agency established in East St. Louis two months ago by co-operative live stock producers' associations has already gone into first place in volume of sales among the fifty-five companies in the bid Mid-Western terminal. Its business is enabling it to save the co-operators half of the regular commission

charges, and the surplus saving it is accumulating is totaling one-third more than the cost of operation.

Similar success is announced by the Producers' Commission Association of Indianapolis organized by farmer co-operators on May 15th, which inside of two weeks took the lead of all the nineteen private profit firms doing business on the exchange.

CO-OPERATIVE COAL MINERS GET VACATION WITH PAY

In the midst of the coal strike in this country, with a half million miners risking starvation in order to maintain a living wage, comes word from the British Co-operative Wholesale Society that the miners in its co-operative colliery at Shilbottle are being given a week's vacation with pay. As

previously reported in our columns, these miners are paid the highest union scale; are housed in handsome stone cottages co-operatively owned, and are treated with human consideration as brother co-operators. The miners also have their own co-operative retail stores, through which they supply themselves with the necessities of life at cost.

CO-OPERATORS INDICTED FOR CUTTING COST OF BREAD

A conspiracy to cut the cost of living has been discovered by the attorney general of New York! This terrible attack upon the profits of the bread trust has been made by Jewish Union bakery workers of New York city, who established co-operative bakeries in the most thickly populated sections of the city and for some months have made and sold bread and other bakery products at cost to the people.

The bakery profiteers have lost so much business to the co-operative concerns that

they have begun legal action against 37 officers and members of the Bakery Union, charging them with conspiracy to cut the cost of bread to consumers. The court held that the co-operative plan of selling bread at cost would drive all competitors out of business, and that this would be illegal because in restraint of trade!

What a commentary upon the mediaeval social outlook of our courts that they will use their power to protect the profiteers and exploiters and prevent the people co-operating to supply their own needs at cost.

AUSTRALIAN CO-OPERATIVE BANK SHOWS LARGE GAIN

The Commonwealth Bank of Australia, the only known bank in the world without a cent of stock outstanding, has recently issued its statement for the business transacted during the six months concluding January 1, 1922. Despite the failure of many privately owned banks, the soundness of the Commonwealth Bank is indicated by its net profits on business amounting to 341,361 pounds (\$1,501,988). Half of this sum has been transferred to the reserve fund and the remainder to the redemption fund, each of which now stand in excess of \$8,360,000.

The Commonwealth Bank was established on January 20, 1913, by the government.

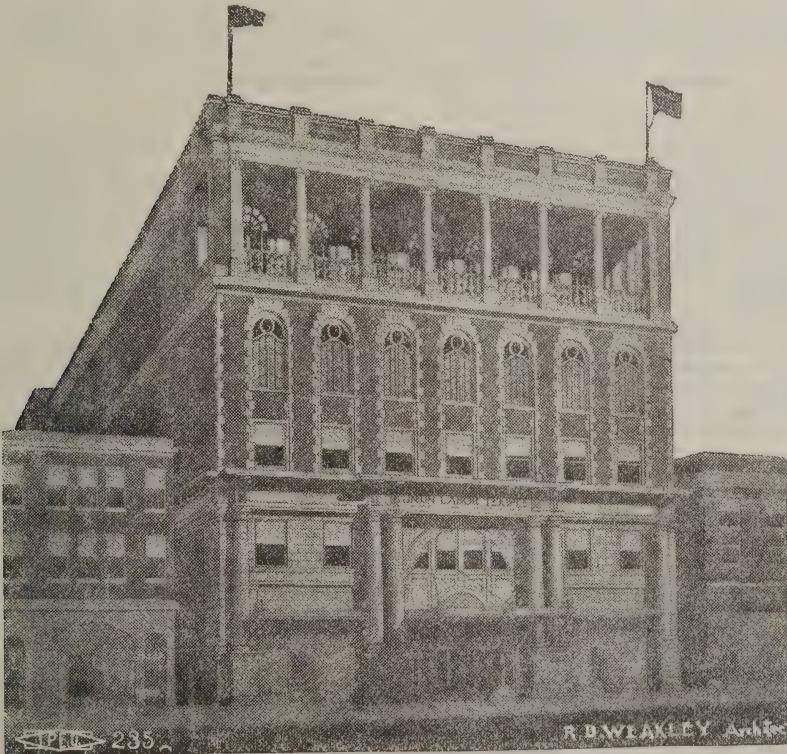
of Australia, and is owned and controlled by the people of Commonwealth. Its purpose is to protect the people from usury and exploitation by the big bankers. It started without capital on a loan advanced by the government, and has not only completely repaid the loan from its profits but has in addition piled up the large surplus mentioned above, which belongs wholly to the people of the Commonwealth. The bank has branches in the larger cities of the country, and has succeeded in keeping interest rates down to the minimum while lending money for productive purposes and agricultural development. Its deposits now exceed \$374,000,000.

News of General Interest

PRESIDENT GOMPERS LAYS CORNER STONE OF LOUISVILLE LABOR TEMPLE

June 19th President Gompers and a large number of delegates to the A. F. of L. Con-

vention, assisted by President James Duncan of the Granite Workers'



Louisville, Ky., Labor Temple Now Being Erected.

vention journeyed from Cincinnati to Louisville, Ky., to take part in laying the cornerstone of a \$250,000 Labor Temple, which the union men of that city are erecting for their use.

Union, laid the cornerstone in the presence of a large assembly of people. Preceding the laying of the cornerstone a banquet with 400 covers was served at one of the leading hotels. After the cornerstone was laid

Mayor Quinn delivered an address of welcome to the visitors, after which President Gompers spoke. In the evening an open meeting was held at which time several other labor leaders, including President Franklin and Brother Jas. F. Dalton, who is president of the Labor Temple Building Association, spoke. The Temple is located in an important business section of the city and is to have five stories and basement. In the basement will be located the heating plant, storage and lavatories, as well as a large billiard and pool room.

On the first floor in each front corner will be located stores for mercantile purposes, and between these will be a spacious lobby leading back to a large moving picture theater with a capacity of 1,068, equipped with a large stage, scenery, etc. On either side of the lobby will be located elevators. On the second floor the front of the building will be occupied as offices and back of these will be two halls; the dome of the theater will extend up to the top of the third floor. The halls on the second floor will extend to the top of the third floor. Therefore only the front part of the third

floor will be used, and this will contain a number of offices. The front of the fourth floor will contain a spacious ball room, which will extend clear across the front of the building. Back of this will be the elevator shafts and a large hall extending back to a large bowling alley. Between the front and rear and on either side of hall will be located six meeting halls. There will also be a kitchen, ante rooms and bar located on this floor. A ten foot wide colonnade will run across the front of the fifth floor. Back of this on each corner will be located halls with a spacious lobby in the center running back to a large auditorium with a seating capacity of 1,800 equipped with a spacious stage, etc.

Altogether the Temple will be a magnificent home for Organized Labor of Louisville and a monument to their enterprise, struggles and achievements. Brother James F. Dalton, the efficient Business Agent of Lodge 102 is president of the Labor Temple Building Association and the moving spirit in the enterprise from its inception, and deserves much credit for the success it has so far met with.

NEWS SUPPRESSION TO HELP SUBSIDY BILL, IS CHARGED

Hardy Shows How Newspapers and Press Associations Carry Propaganda While Ignoring Attacks on Proposal Backed by Advertising Expert Lasker.

By International Labor News Service.

Washington, D. C.—How publicity methods are being used to silence and suppress opposition and spread propaganda in support of the ship subsidy bill, opposed by the American Federation of Labor, was told in the House of Representatives on June 22 by Congressman Rufus Hardy of Texas. Said Mr. Hardy:

"What are the qualifications of the present chairman of the Shipping Board? Absolutely none for the position that he holds. His qualification was that of a great advertiser, a great booster, a great boomer, a great propagandist, with no knowledge of shipping whatever. Let me give you an illustration of the publicity efforts to pass this bill.

"On June 12, Representative Davis of Tennessee, who has given this subject the keenest investigation, the most sincere study, made a speech against the bill in this House of an hour's length that contained more meat than any speech that has been delivered in a long, long time. It was worthy of the consideration of the public. It ought to be read in every household in the Middle West and interior parts of this country—yea, even in every household all over the land.

"What publicity did it get? The next day the four great dailies of Washington came out. One of them had a reference to the speech of Mr. Davis exactly three and a quarter inches long. The others ignored it.

"But the Star, the Post, and the Herald all had a fulmination from the White House that the President had decided he would

keep this Congress here until they passed the ship subsidy bill. And the Times had a full double-width column in which it demanded the passage of this bill, asserting that the agricultural interests, the chambers of commerce, and the labor interests were all before the committee favoring the bill, and that no American interests was opposed to it.

"All that goes out to the country. Even the Associated Press practically, if not entirely, ignored Mr. Davis' speech, but carried the propaganda."

Congressman Hardy told the House that the subsidy bill came to Congress by accident and that it was opposed by a man whom the President had tried to secure as chairman of the Shipping Board.

"There has been more ingenious propaganda favoring this bill than ever originated in the support of any other bill," said Mr. Hardy. "And yet it is by the merest accident that this bill is before this House. The President of the United States sought to secure the services of Mr. James A. Farrell as chairman of the Shipping Board. Mr. Farrell is a shipping expert, a man greatly interested in the shipping industry. He never thought of advocating a subsidy, but, on the contrary, he has stated that under proper legislation American ships can compete with the ships of the world. Had that first selection of the President been made, had Mr. Farrell become chairman of the Shipping Board, this bill would not be before this Congress today."

A. F. OF L. METAL TRADES REFUSE STRUCK R. R. WORK

By International Labor News Service.

Washington, D. C.—Membership affiliated with the Metal Trades Department of the A. F. of L. has ceased all repair work on struck roads which had been transferred to outside repair shops. Boiler makers, electric workers, pipe fitters, plumbers, machinists, blacksmiths, moulders, pattern makers, sheet metal workers, coppersmiths, painters, carpenters and helpers employed in outside plants, such as the American Locomotive Works, gave notice that repair work on locomotives from struck roads would not be touched during the strike.

It is known that there are 70,000 locomotives in the United States and 15,000 are due in the repair shops every month for general repairs if the efficiency of the transportation systems is maintained. In addition nine out of ten locomotives need some kind of repair work after every trip. This repair work requires highly skilled men. Such men do not become strikebreakers. Strikebreakers endanger the lives of all men handling the trains and of all passengers.

The following letter has been mailed to all local metal trades councils by A. J. Berres, secretary-treasurer of the Metal

Trades Department of the American Federation of Labor:

"For the information of the Council and its affiliated local organizations we are quoting a telegram which was sent to the metal trades councils in localities in which the American Locomotive Company has plants, which explains itself.

"Have wired presidents of internationals affiliated with Metal Trades Department to notify their local unions at all points where American Locomotive Shops are located to give notice to local managements that repairs will not be done on locomotives coming from struck roads becoming effective Wednesday morning, July 12. Notify all representatives of local organizations."

"This action was taken upon the earnest solicitation of the organizations affiliated with the Railroad Department of the American Federation of Labor, many of whom are also affiliated with the Metal Trades Department. Every assistance that can be given to the shop men now on strike in all railroads should be given. You will be kept advised of any further developments so that the membership of the Council will be intimately acquainted with the situation."

FACTS ABOUT STEEL

The United States Steel Corporation is one of the most important factors in American industrial life.

Wall Street speculation is based largely upon what happens in the steel industry.

The United States Steel Corporation is the largest coal mine owner in the United States and is a powerful factor in the effort of mine owners to impose injustice upon the mine workers.

It is therefore well to know some of the important facts about the United States Steel Corporation.

It has \$500,000,000 of undivided profits in its reserve fund. The money may be used for any purpose.

It has about 100,000 stockholders, less than two per cent of whom hold a majority of the stock.

Thirteen directors actually control the corporation.

The total assets of the corporation are listed at \$2,430,000,000.

It owns 145 steel works, about 800,000 acres of coal and coke properties, 993,000,000 of railway, 1,470 locomotives and 112 steamships.

Directors of the United States Steel Corporation are also directors in other corporations having a combined capitalization of from \$20,000,000,000 to \$30,000,000,000.

The total net income of the United States

Steel Corporation in the last 18 years amounts to \$2,243,000,000, which is just a little less than enough to pay for its entire volume of listed assets.

The United States Steel Corporation has issued common stock to the amount of something over \$500,000,000 all of which, when issued, was "water;" and on this water it has paid continuous dividends amounting to more than \$480,000,000 in 19 years.

Though the dividend rate has been five per cent on common stock and bonds and seven per cent on preferred stock, the actual rate of return on common and preferred stock has been about thirteen and one-half per cent.

These figures answer adequately any question the United States Steel Corporation may ask as to how it could abolish the twelve-hour day.

In spite of watered stock the United States Steel Corporation could do the things it ought to do by abandoning the idea of inordinate returns on stock and by abandoning the practice of piling up huge reserves the main purpose of which is to combat the resentment and dissatisfaction of the twelve-hour workers.

Most of the statistical information here used is from an article by Kirby Page in the Atlantic Monthly.

REPRESENTATIVES OF ALL CHURCHES REQUEST SETTLEMENT OF COAL STRIKE

Washington, June 19.—President Harding was asked today to take steps to end the

coal strike in a joint appeal presented by the Commission on the Church and Social

Service of the Federal Council of Churches, with which is affiliated thirty great Protestant communions, the Department of Social Action of the National Catholic Welfare Council and the Social Justice Commission of the Central Conference of American Rabbis. This is the first time, as far as is known, that these representative organizations of Protestants, Roman Catholics and Jews have taken joint action in an industrial matter. The Churches in their appeal asked the President:

To call a national coal conference.

To get the facts of the coal industry through a governmental investigation.

Not to wait until the suffering women and children of the mining camps has become a national calamity but to end the strike now.

The statement expresses gratification that the press, as a whole, has been unusually successful in recording the facts in the strike. The appeal of the Churches which was carried to the Executive Offices and presented to Secretary Christian by Dr. John A. Ryan, Rabbi Horace J. Wolf, Dr. E. O. Watson and Arthur E. Hungerford is as follows:

To the President of the United States:

We desire to express to you, on behalf of the three great religious organizations that we represent, our conviction that the time has arrived when our government should act to bring about a conference in the bituminous coal industry to end the present strike. We believe that the majority of the people of this country are unwilling to have its vitally important industries subject to economic combat as a means of settling disputes. Whenever either disputant in a controversy declines to employ the method of conference it becomes proper for the government to intervene. It is inconceivable that public action should wait until the suffering of women and children in mining towns should have reached the proportions of a national calamity.

On March 31, 1922, representatives of the Commission on the Church and Social Service of the Federal Council of the Churches of Christ in America, and the Department of Social Action of the National Catholic Welfare Council, put before you a resolution adopted by their representative bodies urging government action looking toward the settlement of the coal controversy. At that time it was pointed out that the operators in the Central Competitive Field, comprising Illinois, Indiana, Ohio and Western Pennsylvania, had pledged themselves two years previously to confer with the union in order to negotiate a new contract. We wish to express our approval of the action of the Administration in publicly fixing responsibility for the failure of such a conference upon certain of the coal operators who were unwilling to be governed by the terms of their agreement. Our resolution further called attention to the lack of accurate information concerning the facts necessary to

a just settlement of the controversy and urged that a thorough investigation of the industry should be made by federal authority.

The Administration at that time did not feel warranted in taking action, beyond the issuance of the statement to which we have referred. No conference was held, the strike ensued, and it has now continued through ten weeks. Exclusive of the anthracite fields where conferences are still in progress, there are not far from half a million men idle in the industry. The strike has been more extensive than was anticipated since the miners in several non-union fields made common cause with the United Mine Workers. Following a period of intense business depression, the strike has caused much suffering to the miners' families, and this suffering is rapidly increasing.

It is also a matter of profound satisfaction that the strike has been remarkably orderly. We have also been gratified to note that the press has made an unusually successful effort to record the facts of this conflict. Nevertheless, nothing effectual has been done to bring it to an end.

In spite of the desire of the government to avoid interference in the controversy, it has become necessary for the Secretary of Commerce to request the operators in the non-union fields, and the retailers, not to take undue advantage of the situation by excessively increasing the price of coal. This action, manifestly necessary under the circumstances, nevertheless serves to show the helplessness of the nation and the increasing danger to the public in the face of so great an industrial struggle. The coal reserves are being steadily depleted; the suffering of the miners and their families is becoming more acute and the bitterness attendant upon the conflict will inevitably increase.

We therefore are impelled to urge once more that the government take steps to end the coal strike by bringing the operators and miners into conference. Since the failure of early attempts at securing a conference according to precedent in the Central Competitive Field, and the consequent suspension of mining in the union fields, unprecedented importance has been given to those fields in which the miners have not joined the strike and where operators and miners are enjoying a temporary advantage because of the strike in the union mines. This setting of one section of the industry and of one portion of the country over against another, makes for instability, insecurity, discontent and bitterness. For this reason we urge that unless the operators and miners in the Central Competitive Field can even yet be induced to meet the miners in joint conference in accord with precedent, a national conference be called by the government sufficiently representative of all the bituminous coal fields to set standards and secure stability and prosperity for the entire industry. We believe that

through frank and open discussion the way will be found to restore health and stability to the industry. Without conference, undertaken in mutual good faith, no lasting peace can be attained.

We would respectfully call your attention again to the necessity of securing adequate information concerning the essential facts of the coal industry. In particular, the absence of authoritative information concerning cost of production and profits, has served to increase discontent among the mine workers. Knowing that the government is under the necessity of pleading for moderation in prices, which it has at present no means to compel, and remembering that the operators have secured an injunction restraining the activities of the Federal Trade Commission in securing data concerning costs and profits, it is natural that the miners and the public should feel that their interests are not being safeguarded and that they are suffering unfair discrimination.

In the anthracite field where conferences are still in progress the lack of full information regarding the financial facts of the industry may cause the failure of all attempts to negotiate a new agreement. The consumers resent high prices for coal but are unable to form an intelligent judgment as to the cause on account of the lack of authoritative information. We urge therefore that if it is not feasible to restore to the Federal Trade Commission the authority

which it formerly exercised, the Administration recommend congressional action creating an authoritative body which shall have power to secure and make public all the essential facts of the industry. Any settlement of the present strike no matter how it is reached, will have only temporary force unless it is accompanied by provision for full knowledge and publicity concerning the facts upon which a satisfactory organization of the industry must be based.

We call upon our government, out of concern for the well-being of the nation as a whole, the health and comfort of the miners, and the preservation of the mining industry, to take immediate steps to bring the disputants together in order to secure a just settlement of the present strike and an organization of the coal industry on the basis of the maximum service to the nation. You, Mr. President, succeeded in bringing the nations together in conference to reduce armaments and the incitements to war. We respectfully urge that a national coal conference and a Federal investigation of the coal industry would have far-reaching consequences in promoting domestic tranquility and abridging the causes of industrial strife. The Commission on the Church and Social Service of the Federal Council of the Churches of Christ in America, The Department of Social Action of the National Catholic Welfare Council, The Social Justice Commission of the Central Conference of American Rabbis.

A RELIGIOUS VIEW OF OUR STRIKE

Bay City, Mich.

At the three masses in St. Mary's church last Sunday, Rev. Father Delanty, the pastor, made several statements substantially as follows, in regard to the strike. "The duty of the Catholic priest," he said, "was to instruct his people not only in the Catholic faith but also in Christian morality."

The Catholic Church, he said, teaches always and everywhere, in season and out of season, that a dishonorable act is always to be condemned and never to be approved of. But to take the place of men striking for bread is a dishonorable act. It is against reason and religion and hence no Catholic should ever be tempted to do such a detestable thing. "I say no Catholic," went on Father Delanty, "because I am now speaking only to Catholics, but no Protestant or Jew or anyone else who wants to be an upright man, will ever, in the face of his fellows, degrade his honor thus. For the same reasons which forbid the Catholic apply to all. There are four sins which cry to heaven for vengeance.

"1. Wilful murder—the blood of the victim deliberately struck down cries to heaven for vengeance.

"2. The Sins of Sodom—bad sins or impurity against the Sixth Commandment.

"3. Oppression of the Poor, and

"4. Defrauding Laborers of their wages.

This is the teaching of the Catholic Church, Oppression of the Poor, then, is linked together with the worst of crimes and cries to heaven for vengeance."

"Be not a partner in any way," said Reverend Pastor, "in this oppression for it seems, indeed, that the day is at hand when a living wage is denied at least to some." "I may say also," continued Father Delanty, "that the church in no way prohibits labor unions, such as we know them, whose aims and methods are good. In fact it is about the only way men have to protect their rights.

"But, say the 'Kings of Industry,' we believe in unions also but not in the union 'Boss.' We believe in running our own business to suit ourselves, but we don't want a 'walking delegate' to tell us how we should conduct our business affairs with our men. We believe in 'Individual Shop Unions.'

"It puts me in mind," Father Delanty said, "of the story told in ancient history of the king who sent his son, the crown prince, to the tyrant of Syracuse to learn how to govern like a tyrant did; for he had the reputation of being able to keep his subjects in abject submission.

"Come with me," said the tyrant to the prince, and he took him into a large field of wheat. Whenever the tyrant saw an ear of wheat growing a little above the rest

he took his staff and clipped it off. Several cars were clipped off during the journey but not a word was spoken. The young prince had learned his lesson.

"So, no doubt it would be with only a local union. As soon as a brave and honest man would ask for a living wage, that is, more bread for his children in his own name and the names of his fellow laborers, the tyrant of Syracuse or some other tyrant would be on hand to clip his head off by a discharge.

"Very wisely, then, the members of the labor unions have elected men and pay their salary and expenses to look after their interests and when the poor have a complaint to make that their children are underfed on account of the breadwinner not receiving a living wage or that working con-

ditions are not satisfactory, then the representative of labor comes to examine the cases. Only the tyrant of Syracuse could object to such a method." And then to conclude, the Rev. Father said, "I only wish there were more McSweeneys in the ranks of labor. For in labor strikes as well as liberty strikes there must be honor and sacrifice. But dishonor falls on the heads of those who take a striker's place. The newspapers call them by the euphonious name of strikebreaker, but we all know their proper name is scab. And just as Almighty God put a brand on Cain, so society puts a brand on these abettors of oppression. They can never wipe it out. Even those who employ them despise them."—Strike Bulletin Railway Employees' Department.

INTERESTING COMMENTS ON VITAL QUESTIONS

By Farmers' National Council.

Washington is in a turmoil with the administration between the devil and the deep sea—the "devil" being the financial interests which have dictated the policies of the Administration to date, and the "deep sea" being the millions and millions of enraged voters in every state of the Union whom 435 Congressmen have got to face at the primaries or at the fall elections, and to whom they have got to explain their votes up to the primary or election. On most important legislation affecting the public welfare Congress has been marking time.

The Railroad Situation.

The threat of a railroad strike scheduled for July 1st has disturbed every member of Congress, the President and every department of the government. Official Washington, although not suffering from an acute conscience, realizes that the railway employees' organizations of the United States are today the most significant and important organizations in the field for political action. These organizations are compact and progressive, and are directed by executives and executive boards of marked business ability and progressive tendencies. They are fundamental in their economics and realize the necessity for combining political action with the farmers of the nation, the other great wing of the labor world, to secure economic justice for all producers of wealth in the nation. Many of these railway men's organizations are considering, or have already decided to assess their members \$1.00 a year for political action. They have strong and well-edited periodicals, most of them monthly magazines and some more frequent. The members of these railway organizations and shop crafts realize that the government has determined to make labor the scapegoat for the graft, inefficiency and dishonesty of the financial interests which today control our entire transportation system—land and sea and inland waterways. The desperate efforts of the President to end the

coal strike have been countered by the conferences of representatives of the unions and the railway men's organizations. As we write this letter, the final outcome is still in doubt.

Chairman Lasker of U. S. Shipping Board to Appeal to Farmers.

Chairman Lasker of the U. S. Shipping Board has announced that he is going to conduct a campaign in favor of the Jones-Greene Ship Subsidy bill through the Western and Northwestern states to try to swing the farmers' support for this measure, which we have already described as an act of perfidy similar to the Cummins-Esch law returning the railroads to their owners with a guaranteed dividend and validating millions of watered stock. The Managing Director of the Farmers' National Council, who exposed this bill for four hours to a joint committee hearing both branches of Congress when considering the bill last spring, is in the West, and while there, before or after Mr. Lasker makes his appeal, will be in practically every state in which the Chairman of the Wall Street controlled U. S. Shipping Board makes his plea for a ship subsidy and will tell the farmers the truth about this vicious measure. All of the metropolitan papers controlled by the financial interests are for the bill and the ship subsidy, but Mr. Marsh will ask Chairman Lasker throughout the West why the Shipping Board tried to suppress the report of their own export committee which reported that a subsidy of ships had not developed a merchant marine in any nation with the possible exception of Japan, and that it was doubtful whether it had done so there. Mr. Marsh will continue to make his charge that the agitation for a ship subsidy to the financial interests is designed to prevent prosecutions of these same financial interests by the Attorney General of the United States for their robbing the government of scores, if not hundreds, of millions of dollars through the

Shipping Board and the Emergency Fleet Corporation operations during the past few years.

The President's dinner to representatives of farm organizations and members of the Farm Bloc was undoubtedly intended to try to stampede the representatives of farm organizations into opposing the railroad strike. The Managing Director of the Farmers' National Council, who was in California at the time the President's dinner was announced, sent the President the following telegram:

"Regret extremely my absence on the Pacific Coast prevents my attending your dinner to representatives of farm organizations and others. As Managing Director of Farmers' National Council representing directly more real farmers than any other farm organization and indirectly several times as many, I respectfully submit that the following measures must be enacted by Congress immediately to save farmers from desperate suffering and many thousands from destruction.

"The government must for a few years stabilize prices of staple farm products by at least directed pooled purchase thereof to eliminate parasitical speculative middlemen. Additional credit alone means deeper debt for farm producers without fair prices.

"The railroads must be returned to unified government operation and freight rates reduced to those in force when the Cummins-Esch law was enacted by stopping the present graft and waste inherent in private speculative operation of railroads. We can't have public ownership of government with private ownership and operation of the transportation and credit systems of the nation. Our ships must be retained by the government and operated for service, not for private speculative profit with a subsidy for grafters as provided in the pending Jones-Greene Shipping Bill. All Federal expenses must be paid by taxes on incomes, excess profits, inheritances and land speculators. Farmers must be provided credit for production and marketing at reasonable rates through a system not a part of the Federal Reserve system or Federal Farm Land Bank.

"The Administration should stop its effort to crush labor for this policy is a basic cause of the farmers' desperate plight."

At this White House dinner the President presented the representatives of farm organizations and the others present what he considered were his reasons for seeking their support for the merchant marine legislation now pending in Congress and discussed with them several phases of the agricultural credit situation. He was said to have pointed out that the government had a merchant marine today and was engaged in ship subsidizing. Former arguments against embarking upon a subsidy policy no longer held good, he was quoted as saying, because the war necessity had forced the government to take proper care for the salvage of its investment, and spoke of the

need of merchant ships in time of war. The guests, it was said, told the President they favored consolidation of the various bills dealing with this subject before Congress into one measure, the general purpose of which should be to give longer time to farmer borrowers than present commercial facilities afford.

Official Washington has, of course, been deeply stirred over the Supreme Court decision in the Coronado Coal Mining Co. case and has followed closely the action of the American Federation of Labor in this matter. Senator LaFollette's address at the American Federation of Labor Convention, in Cincinnati, exposing the usurpation of legislative power by the courts is construed in Washington as evidence that the Senator is launching this attack as a part of his program and platform for the terrific fight he will have in his own state for reelection this fall. The Managing Director of the Farmers' National Council will spend two weeks campaigning for Senator LaFollette in Wisconsin before the September primaries. On behalf of the council, Mr. Marsh has sent the following telegram to President Gompers regarding the Supreme Court decision as to labor unions:

"On behalf of Farmers' National Council assure you the farming farmers of America will help you in every possible way to secure legislation to save labor unions from the destruction involved in Supreme Court's decision in Coronado coal strike case. When Justice Taft returns from toadying to British financiers, he will probably write a decision declaring farmers' cooperative organizations illegal and in restraint of trade because they interfere with Boards of Trade. Farmers and wage earners must hang together in non-partisan political action this fall or a Wall Street owned government will land us all in the poorhouse before we have a chance to clean White House two years hence."

Army Gets Swollen Appropriation of Nearly Three Hundred Million Dollars.

The big army people have won out again and nearly \$300,000,000 of the people's money is to be spent on the army, which will be very handy to crush organized labor and farmers for their attempt through orderly processes to secure economic justice. A large appropriation for the army to celebrate the winning of the war to make the world safe for democracy merely proves how scared the profiteers and other financial interests of the nation are over the growing industrial and agricultural unrest in the nation.

The appropriation of \$7,500,000 for continuing the construction of the dam at Muscle Shoals has been passed by Congress and signed by the President.

The Tariff Muddle.

The tariff contest continues, and the President's help will probably be needed to

put this measure through. Our readers will recall that the Payne-Aldrich bill enacted under the presidency of Mr. Taft was one of the biggest factors in breaking the Republican party in two in 1912, and starting the Progressive party, which elected Wilson President. The McCumber-Fordney bill is infinitely worse and more cleverly written by the big trusts than even the Payne-Aldrich bill, and may have about the same effect upon the Republican party in 1924, which it will hurt their chances very badly this fall if enacted into law.

Managing Director National Farmers' Council is Campaigning for Election of Farmers' Friends in Congress.

The Managing Director of the Farmers' National Council, who is one of the Executive Committee of the Conference For Progressive Political Action organized in Chicago last February by representatives of farm and labor organizations, is spending most of the summer holding state conferences of farm and labor organization leaders, and address-

ing farmers' picnics and labor meetings in several of the Western and Northwestern states, including Kansas, Colorado, New Mexico, Arizona, California, Oregon, Washington, Idaho, Nevada, Montana, Minnesota and Wisconsin. He will spend several weeks in some of these states. He reports the most widespread and almost universal discontent on the part of both farmers, wage earners and small business men who have been made the victims since March 4, 1921, of the Administration's policy of "normalcy." In all these states which Mr. Marsh has visited up to date, including most of those mentioned above, strong and well-led movements of farm and labor leaders have been organized for non-partisan action in the primaries of both the old parties to defeat reactionary members of the present Congress, whether Republican or Democrat and to substitute for them in Congress men and women who have at heart the interests and rights of producers of wealth, whether on the farms, in transportation, mines, trade or factories.

PENSIONERS COMPELLED TO WORK AS STRIKEBREAKERS.

Cleveland.—Faced with the tragic alternative of losing their livelihood or breaking fraternal ties which have bound them to their labor union for half a century, many worn-out employes of the railroads, are being ordered back to service as strikebreakers under penalty of losing the retirement pension which is their sole source of income. These aged employes, after years of faithful service to the railroads, were placed in the human scrap pile by their employers with sufficient pension to sustain life. Many of them have been faithful members of the railroad labor unions for forty years or more, and wear the honor badge of these organizations. Reports coming in from various railroads of the country show that certain unscrupulous executives are now ordering these old pensioners

to return to work and "scab" on their brother workers out on strike, with the alternative of losing their entire pension. On the other hand, if they act as strikebreakers, they will be expelled by their brotherhoods.

Some of the most tragic dramas of the present strike are being enacted in the homes of these old pensioners, many of whom are facing actual starvation rather than imperil the interests of their brother workers. "How can the railroad companies expect greater loyalty from their employes," these old pensioners ask, "when a reward justly earned by faithful service is used as a club to compel us to betray our brother workers struggling for a living wage?"—Press Information Service Bro. Loco. Engineers.

AUTOCRATIC, GOMPERS TERMS OUTLAW RULING.

Labor Leader Declares That Action of Labor Board Violates Every Concept of Freedom.

The ruling of the United States Railroad Labor Board "outlawing" shop craft unions on strike against its awards is "too ridiculous and fatuous to be accepted as permanent American government policy," declared Samuel Gompers, president of the American Federation of Labor.

"By this astounding ruling," continues Mr. Gompers, "the board undertakes to disband unions at will and to command at will that new organizations be formed. This no government agency can do, because trade unions are voluntary organizations of workers, formed in response to their demand, to serve their needs and to respond to their democratically expressed will and desire."

The board's action is the "logical out-

come of the very establishment of such boards," declares Mr. Gompers, "the inevitable consequence of an initial action that was wrong in principle and has proven impossible in action."

The board's action violates every concept of freedom, says Mr. Gompers. It also demonstrates the lop-sided partiality of that tribunal in its dealings with parties before it, he adds, pointing out that no action was taken against roads that have disregarded the board's orders.

"I ask," he says, "whether the board ordered the directorate of the Pennsylvania Railroad dissolved and a new and amenable board created when the railroad refused to obey its orders. Of course, it did not, nor will it in any other such case. If anything

could have been calculated to inspire the workers with determination to win a victory for democratic methods and for justice

in their employment this action of the board will have that result, unnecessary though it may be."—Labor.

ROCK ISLAND SHOP EMPLOYEES ERECT MEMORIAL TO THEIR WAR HEROES

When America entered the world war as a combatant against the imperialist autocracy of the kaiser, many of the employes of the Rock Island Railroad shops at Silvis, Ill., volunteered their services and joined

Daniel F. Kaufman, Anthony F. Roderer, Ray J. Dixon and Nicholas Pavlico, made the supreme sacrifice and gave up their lives in the cause of human liberty.

Recently a movement was started by the employes of this shop to perpetuate the memory and deeds of these heroes and it culminated in the erection of a memorial stone in the office yard of the shops, mention of which was made in correspondence from Brother Mat J. Andrews, Business Agent and Corresponding Secretary of Lodge 377, in the last issue of the Journal. This memorial was unveiled on last Decoration Day with elaborate ceremonies and speaking participated in by officers of the company, the employes and their families. A photo of the memorial appears above.

This is a worthy tribute to the memory of these sterling trade unionists and heroes and reflects credit on the employes of the Silvis shop in erecting it. It is needless to say our members were in the front ranks of those accomplishing the undertaking.

CONVICT-MADE.

To free labor the conscripted labor of convicts constitutes a peril that is serious, because it threatens free labor's industrial existence.

The International Whisk and Broom Makers' Union, in recognition of the truth of the old adage "forewarned is forearmed," seeks by this method to warn trades unions, their friends and sympathizers, that the product of the following are prison-made:

BARDALL BROOM MFG. CO.,

Moundville, W. Va.

FRANKFORT BROOM CO.,

Frankfort, Ky.

LOUISVILLE BROOM MFG. CO.,

Louisville, Ky.

THE CENTRAL BROOM CO.,

Jefferson City, Mo.

To avoid all possible chance of deception, ask for this:



and refuse any whisk or broom not bearing it as a questionable product.

SPLIT SHATTERS LABOR BOARD.

Government intervention in fixing wages of employes in the basic industries has received a death blow by the split which has disrupted the unity of the U. S. Railroad

Labor Board. The board was created under the beautiful theory that harmony could easily be secured if wages and working conditions could be determined by a gov-



Memorial to Rock Island Shop Employee Heroes, Erected at Silvis, Ill.

the armies which went to France to battle for democracy. Five of those who went from the Silvis shops, L. Wallace Larson,

ernment body composed of representatives of the workers, the railroad executives and the "public." The board has maintained an outward appearance of unity for more than a year, largely because the labor representatives have not protested the repeated violations of its decisions by the carriers. The great wage slash of last July, cutting over \$378,000,000 from the workers' pay, was sanctioned by the labor members of the board in order to keep peace in the railway industry. The representatives of the workers have rebelled, however, at the recent majority decisions chopping \$136,000,000 more from the workers' pay, in the face of rising costs of living.

The dissenting opinions filed by the labor members of the board in these wage cut decisions criticize without mercy the rulings of the railroad and public groups while the latter accuse the labor members of instigating dissension among the workers. The minority members claim that the justification presented by the majority is "unfair and misleading"; while the representatives of the railroads and the public brand the statement of the minority as "incendiarism," "a strained and exaggerated effort to inflame the employees," "sowing some of the tiny

seeds that have germinated and blossomed into anarchy in Russia."

The labor members of the board have met these charges with a hot denial. The split is on. Meanwhile the majority members are issuing bulletins to the press and the public without the knowledge, advice or consent of the minority members; and the latter are issuing counterstatements to make plain their position.

Not content with this interior dissension, the majority members of the board have threatened to class the striking shopmen as "outlaws" and to recognize as a labor organization the strikebreakers who take their place. The railway employes ignore this threat, and accuse the majority of the board of developing a governmental strikebreaking agency, in which three representatives of the undefined "public" combine with the three railroad members to impose wage slavery on the workers. Many of the employes believe that the representatives of the "public" appointed to the board by President Harding are not greatly different in interest and sympathy from the spokesmen for the railroads, and they refuse to play the game with cards thus stacked against them.—Press Information Service, Bro. Loco. Engineers.

A Compilation of Labor News

By the A. F. of L. News Service.

SHOP MEN'S SOLIDARITY SHOCKS RAIL MANAGERS

Chicago.—The railroad shop men's strike has confounded the prophets and seers who were sure "there will be no strike," and who predicted the walkout would not be general.

That the strike is effective is indicated by the number of trains being abandoned, and by the shouts for "law and order" as a preliminary for troops and injunctions.

The strikers are the same ones who kept the rolling stock of the railroads in order during the war. They were highly patriotic then. Now they are pictured as holding up mail trains and pursuing other bandit tactics.

These charges, which have so often proved successful, seem to have been worn thread-

bare, as the strikers refuse to be stampeded back to work. That there are disorders, no one denies, but the strikers ask why the private detectives employed by railroads are not investigated.

As the strike continues, the rolling stock of railroads is falling to pieces and the chances of the strike extending increases. In former shop strikes the railroad would send its rolling stock to other shops, but this is impossible in the present strike, which is nation-wide.

The shop men have developed a solidarity that is unexcelled, and reaches railroads that obliterated unionism in their shops 10 years ago. These shops are now 100 per cent with the strikers.

CONGRESS LACKS COURAGE TO FACE RAIL ISSUE

Washington.—This Congress lacks the courage to present a remedy for the railroad solution, declared Congressman Hudleston, of Alabama, on the floor of the House. The speaker made this reference to the house committee on interstate and foreign commerce, of which he is a member.

"Our committee has not yet found out that the transportation act of 1920 needs to be remedied. Our committee has not found out the iniquities of the way in which

rates are made, or the grouping system or of the incomes allowed to the railroads under section 15A. But the people of this country have found out. They know what was done to them.

"The transportation act of 1920 has now been a law for over two years. For the first six months of that time the Treasury of the United States bore the burden of the mismanagement and inefficiency and the wickedness of railroad management. At

the end of the six months that burden was passed to the people by an increase in railroad rates averaging about 33½ per cent. Under that burden, intended to yield to the railroads from fifteen to eighteen hundred millions of dollars, the people have reeled until this time.

"Their complaints have been met by the majority in control of Congress by the promise of a passage of bills designed to remedy the wrong that was done them. The irritation of the people has been quieted by the statement that these bills are under consideration. They have looked forward to the time when relief would come to them.

"Now, they find that after all their forbearance and suffering the committee has declared itself incapable of dealing with the subject. It has deferred consideration of these measures until such time—mark you

the gentle sarcasm—"until such time after the beginning of the session of Congress in December next as the committee may see proper to bring the subject forward."

"We know what that means. All of us know that there will be no time at the next session of Congress to consider these matters. All of us know that by taking that action the committee has interposed a plea of bankruptcy to the claim for relief that the people have upon them.

"Oh," they say, 'the law has not been thoroughly tried. We have not tested out the transportation act of 1920. We do not know how it is going to work. Let us give it a little more time for operation.'

"The same gentlemen are saying that now who said, when the Esch-Cummins bill was being considered in the House, 'It is a great constructive measure.'"

LOSES HIS CITY JOB FOR BOLTING STRIKE

New York.—The New York World prints this special dispatch from Middletown, N. Y.:

"William H. Funnell, an employee of the Ontario & Western railroad shops for 15 years, who went out with the strikers and later returned to work, has resigned his position as alderman-at-large and president of the common council.

"This took place while more than 100

striking railroad men awaited word from him at the foot of the city hall steps. A conference of aldermen was held, and his resignation was demanded by his associates in council, it being stated that five of the number declared they would not sit with him in the sessions. Funnell said:

"I have made a mistake. I regret it deeply and want to do what I can to right the wrong I have done my fellow workmen."

FORCED ARBITRATION ATTACKED BY BOSSES

Melbourne, Australia.—The theory of compulsory arbitration is no longer favored by many employers, who now declare: "We are the stronger party."

This viewpoint is expressed in a recent issue of the Industrial Australian and Mining Standard, which made this statement under the heading, "Industrial Arbitration farce:"

"Many industries which compulsory arbitration binds as with hoops of steel, and which today are being strangled by compulsion to pay high wages for reduced hours of work, would like also to be finished with the arbitration court. The arbitration court is a dead, drooping limb on the industrial tree. As such it should be cut away."

EXPOSE RAIL MANAGERS

Cumberland, Md.—Leon H. Brown, colored cook from Baltimore, told city authorities how he and his companions were tricked into going to the Baltimore & Ohio station at Baltimore to secure transportation to this city, where they would secure employment on "public work." When they arrived here they were hustled into the Baltimore & Ohio yards and put to work with the admonition that if they ventured forth a terrible fate awaited them. Brown said he and the three other cooks prepared meals for about 100 men, who were herded together in ill-smelling bunks that were alive with vermin.

He said white men would go to work and return to find negroes sleeping in their bunks and vice versa. The men were sick and tired of their jobs, but they were afraid to disobey orders or leave the yards, he said, as wild tales of suspicious removals were passed along.

Mayor Keene announced that he would investigate the methods of the B. & O. railroad in bringing men here under false pretenses and promised to see that the railroad took care of removing every man they brought here, who wanted to leave, or was discharged.

WAGE AWARD ENRAGES AUSTRALIAN WORKERS

Melbourne, Australia.—The wage reduction of Federal Arbitration Judge Powers has enraged not only the pastoral workers, who are victims of the award, but the entire Australian trade union movement.

The award is declared to be "a mockery

of the facts and figures submitted," and has even astounded the wool kings, who are reveling in a prosperity that they themselves acknowledged "the most optimistic ever dreamed of."

Labor papers and individual trade union-

ists openly declare the sheep shearers and other pastoral workers will not—cannot—accept this award.

This sentiment is voiced by the Australian Worker, (Sydney, New South Wales):

"It is all very well for Mr. Justice Powers to talk about loyally obeying the court's judgment. Human nature cannot be reconciled to an oppressive wrong by smooth words or legal precepts.

"His honor apparently cannot understand the feelings of men who see their standard of living debased.

"Personally he receives a very high sal-

ary. It is not subject to fluctuations in prices. Nobody wants to know, before his salary is fixed, how much he eats and what kind of clothes he wears and how many times he goes to the picture shows.

"Members of the Australian Workers' Union will have no qualms of conscience about 'loyalty' to an intolerable award. They will be loyal to one another, loyal to their families and loyal to their mates throughout Australia.

"They will leave the pastoral districts severely alone until greed comes to its senses."

SHIP SUBSIDY BILL IS PET OF BIG BIZ

Washington.—The pending ship subsidy bill is "perhaps the greatest question that has come before this Congress at this session," declared Congressman Hardy on the floor of the House.

The Texas lawmaker is a member of the committee that has this bill in charge.

"This issue," he declares, "seems to be the one question on which the President of the United States has set his heart, and on which he has determined to drive Congress through to the doing of his will. On the soldier bonus and many questions of great importance to the general public he is like a sphinx, voiceless, and announces that he does not believe in executive dictation to Congress. But on this question, involving vast grants of money and favors to vast interests, he reverses himself and uses both persuasion and threats to control Congress.

"Neither the President nor the Shipping

Board has any commission from the people to propose or indorse this bill," said the speaker, who referred to hearings before the merchant marine committee in which Winthrop L. Marvin, general manager of the American Steamship Owners' Association, acknowledged that he was on a committee "that would give the details and data for the study and preparation of this bill."

The general manager also testified that it was upon the recommendation of himself and associates that Messry, Small, Love and Frey were appointed members of the United States Shipping Board, which will have unlimited power if the subsidy bill passes.

"Mark you," said Congressman Hardy, "of these three leading officials of the Shipping Board, two receive \$35,000 and one \$25,000 a year, and they are selected by whom? By the ship owners' association, the beneficiaries under this legislation."

HIGH-COST REASONS RARELY REFERRED TO

New York.—"The cost of production is not solely determined by the mechanical pay roll. Fictitious capital, overhead charges and over-capitalization enhances the cost of production far more than wages," says the Lithographers' Journal.

"Average earnings have fallen nearly 50 per cent since October, 1920, with scant prospects at this time for material improvement. Beginning with March, 1922, figures compiled by the Department of Labor show that the cost of living is on the upward trend.

"Mr. Untermeyer, counsel of the Lockwood committee charge that building contractors charge customers from 50 to 279 per cent more than the workers are getting. For

instance, workers who get 79 cents an hour are charged for at the rate of \$3.

"In tariff protected industries wages have been reduced long ago, while selling prices have been advanced again recently. The federal trade commission has charged the St. Louis Wholesale Grocers' Association and the Wisconsin Wholesale Grocers' Association with having threatened to boycott manufacturers who do not guarantee their products against decline in prices.

"A number of industrial combinations, including the United Typothetae, have been charged with price fixing, which is not an indication of bringing prices down.

"That sort of manipulation, and not wages, is responsible for the high cost of living."

Poetical Selections

WILL STICK IT OUT.

The railroads boys will stick it out,

You may depend on that;

Whoever tells you different

Is talking through his hat.

They had good cause for striking,

Wage figures plainly show;

While railroads made good profits—

Their statements tell you so.

Trains are discontinued now—

A fact they try to hide,

With no skilled men to make repairs
It's dangerous to ride.
Equipment now is very bad
And daily getting worse,
And soon the so-called speedy trains
Will travel like a hearse.

—Thomas H. West.

A CALL.

(An Appeal to All Railroad Workers to
Show a United Front.)

Tune—Maryland, My Maryland!

The despot's heel is on thy shore
Oh Railroad men of every line,
His torch is at the very door
Of every craft, oh! brother mine,
Come check the capitalistic gore
What means oppression ever more,
The camouflage of "Open door"
Oh railway men on every line.

Hark to thy brothers' just appeal,
All men on transportation lines,
To Truth and Justice now we kneel,
Come Brothers all, now is the time.
For life and death, for woe and weal,
Your peerless chivalry reveal,
And make your words prove words of steel,
Oh railway men on every line.

You must not cower in the dust,
You men on transportation lines;
But in their teeth the verdict thrust,
Oh railroad men, be of one mind.
A thousand voices bid you rise,
All men on transportation lines,
The children, brothers, faithful wives,
With words of faith their prayers combine.

Arise and burst the tyrants chain
Oh railway men on every line
Let no craft send a call in vain,
All rail-men now your ear incline.
Come meet our brothers on the plain
"We fight for right, 'tis this refrain
That baffles minions back again
Oh railway men on every line.

Come! For thy shield is just and strong,
Oh railway men, now is the time
Come! For thy dalliance does thee wrong,
Oh railways men, now is the time
Come join thine own heroic throng.
That stalks with liberty along
And give a new key to thy song,
Oh railway men on every line.

Arranged by Mrs. Phil Zeigler for the Ohio
State Federation of the Brotherhood of Rail-
way and Steamship Clerks, Freight Han-
dlers, Express and Station Employees. Wade
Shurtleff, State Secretary, 11610 Kinsman
Road, Cleveland, O.

This song should be in the hands of every
railroad worker. Let us go singing to vic-
tory. Can be purchased at 50c a hundred.
Or reprint it in your own town.

Wrong Direction.

"You are an hour late this morning,
Sam," said an employer to his negro serv-
ant.

"Yes, sah, I know it, sah. I was kicked
by a mule on my way, sah."

"That ought not to detain you an hour,
Sam."

"Well, you see, boss, it wouldn't have if
he'd only kicked me in this direction, but
he kicked me de other way, sah."

Lodge Notices

Stolen—Due Book and Clearance Card.

Bro. Frank McDonald, Reg. No. 5234, re-
ports that his due book and clearance card
was stolen, last receipt for June, 1922, is-
sued by Lodge 179. Any Secretary taking
up same will kindly notify the undersigned.
—H. Shaffroth, Secretary Lodge 179.

Lost Receipt and Registration Card— Monohan.

Bro. E. Monohan, Reg. No. 115679, reports
that he lost his due book and receipts up to
May, 1922, also his U. S. Registration card.
Any Secretary taking up same will kindly
notify D. James Phelan, S. & B. A. Lodge
92.

Settlement Made—Meyers.

Bro. Otto Meyers, Reg. No. 91408, has
settled the bill for which he was adver-
tised. V. H. Hurley, Secretary Lodge 130.

Lost Receipt Book and Receipts—Hibler.

Bro. A. J. Hibler, Reg. No. 263567, reports
losing his receipt book and receipts in Kan-

sas City, Mo. Any Secretary taking up same
kindly return to H. F. Cheetham, Secretary
Lodge 610.

Lost Due Book and Receipts—Babinsky.

Bro. Bert G. Babinsky reports having lost
his due book, receipts and bank pass-book.
Finder will kindly forward same to F. F.
Benedict, C. F. S. T. Lodge 404, 322 W. 5th
St., Newton, Kans.

Settlement Made—Heising.

Bro. Chas. Heising, Reg. No. 92202, has
paid his bill. W. E. Dwyer, Secretary Lodge
32.

Settlement Made—Ball.

Bro. Frank Ball, Reg. No. 168467, has paid
the bill which he owed. W. E. Dwyer, Sec-
retary Lodge 32.

Sill—Lodge 90.

Bro. C. E. Sill, Reg. No. 279068, boiler
maker and suspended member of Lodge 90,

owes a note at the State Bank of Sugar Creek, Mo., for \$100. This note is past due, and was endorsed by Bros. J. O. Brooks and Lon Keeton. Anyone knowing the whereabouts of these men please correspond with C. G. McCoy, Secretary Lodge 90.

Whitaker—His Mother.

Mrs. Marie Whitaker desires to know the present address of her son, Thomas D. Whitaker, who she says is a riveter on oil tanks. Mrs. Whitaker says she left New York City in April in a Ford car and is at present in Kansas City in search of another son, S. L. Whitaker. Anyone knowing the address of either will kindly write Mrs. Marie Whitaker, General Delivery, Kansas City, Mo.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.

Shannon—Lodge 221.

Anyone knowing the whereabouts of M. R. Shannon, Reg. No. 401941, formerly of Carleburg, Ky., will please hold card and communicate with the undersigned, as this brother left this city owing \$50.00 and a grocery bill.—W. P. Wright, S., L. 221. March Journal.

Ryan, Et Als—Lodge 163.

Any Secretary taking up the cards of James Ryan, Reg. No. 76605; James Kerrigan, Reg. 281004; James Whalen, Reg. No. 127490, and Patrick J. O'Brien, Reg. No. 110060, will please hold same and correspond with Lodge 163, as these brothers owe money in my borrowed card.—D. McGuinness, C. and F. S., L. 163. February Journal.

Hiller—Lodge 11.

I am in receipt of a communication from Jerry Hendrickson, S-T, Maintenance of Way, L. No. 1835, at Mitchell, S. Dakota stating that Boiler Maker Jas Hiller, Reg. No. 52286, left Mitchell owing about \$200.00. Brother Hiller took a clearance card out of L. 11. Any Secretary taking up this card will please hold same and communicate with the undersigned.—A. M. Dustin, C. S., L. 11. March Journal.

Watts—Lodge 738.

Anyone knowing the whereabouts of Raymond H. Watts, Reg. No. 174523, please communicate with Sec'y of Local 738, as he left here without clearance card and owes a grocery bill of \$55.86.—C. G. Hertel, F. S. & T., L. 738. March Journal.

Williams—Lodge 320.

Anyone knowing the whereabouts of G. A. Williams, Reg. No. 135596, who left here in October without a clearance card, owing members of this local borrowed money, please communicate with B. F. Birdsong, S., L. 320. March Journal.

Carrington—Lodge 307.

J. C. Carrington, Reg. No. 45685, left Lodge 307 owing it \$20.00, without applying for a clearance card. Any Secretary who knows this brother's whereabouts please notify W. E. Pearce, 327 4th Ave., S. W., Great Falls, Mont. Sec'y Lodge 307. April Journal.

Casler—Lodge 328.

Any Secretary taking up the card of Wm. Casler, Reg. No. 13018, hold same until he squares up for his fare to Mexico by taking the matter up with Sec'y Lodge 328. April Journal.

Boyles—International Lodge.

Any Secretary taking up the card of James Boyles, Reg. No. 40381, forward same to the International Secretary-Treasurer, on account of him receiving transportation from the Santa Fe railroad from Kansas City to Amarillo, amounting to \$21.58 and failing to comply with the thirty-day contract he signed with the employment department.—Wm. Atkinson, Asst. Int. Pres. May Journal.

Lindberg and Dundan—Lodge 481.

Brothers Alden Lindberg, Reg. No. 207496, of Local 21, Brooklyn, N. Y., and Albert Dundan, Reg. No. 309367, of Local 200, Staten Island, N. Y., borrowed \$5 each last July of Lodge 481 Lyndon Center, Vt., which they promised to pay back in six months, but have never been heard from.—O. L. Downer, C. S., L. 481. May Journal.

Kenney—Lodge 160.

Brother M. J. Kenney, Reg. No. 21602, with drawal card has been revoked until he pays this Lodge \$9.00, which he owes.—Raymond Wise, F. S., L. 160. May Journal.

Wells, Et Als—Lodge 32.

Shirley O. Wells, Reg. No. 840173, left bills in Kansas City

amounting to \$65.00. Lodge No. 4 collected \$16.00 of this amount and then released the card. A. J. Ray, Reg. No. 84077, left Kansas City owing bills amounting to \$44.40, clothing, borrowed money and laundry. Two local secretaries have had this brother's card and failed to collect the bills. A. J. Ray is now carrying a letter supposed to be from the Secretary of Local 325, saying that he has paid these bills. Secretaries will please collect these bills before issuing card.—W. E. Dwyer, S., L. 32. May Journal.

Meyers—Lodge 130.

Otto Meyers, Reg. No. 91408, left here owing a board bill of \$36.00. Any Secretary taking up the above mentioned card, please notify the undersigned.—V. H. Hurley, C. F. S., L. 130. June Journal.

Jackson—Lodge 723.

F. L. Jackson, Reg. No. 100393, changed the date on his service letter and secured a pass from Los Angeles, Calif., to Tucson, Ariz., through the efforts of our Chairman. After checking up on the letter and finding it out of date, Local 723 had to pay the S. P. \$25.00 for transportation.—W. F. Reardon, S., L. 723. June Journal.

Platt—Lodge 235.

Any Secretary taking up the card of Brother W. W. Platt, Reg. No. 14744, please hold same and correspond with the Secretary of Local 235 as this brother obtained a pass from here to Atlanta, Ga., under false pretense.—S. V. McDonald, S., L. 235.

Black—Lodge 566.

Ed. Black, Reg. No. 417099, owes borrowed money amounting to \$15.00 to E. Brown. Any Secretary taking up his card will please hold same until this debt, contracted Sept., 1920, is paid. Thos. M. McCabe S., L. 566. July Journal.

Green—Lodge 663.

Any Secretary taking up the card of Albert Green, Reg. No. 39371, will please hold same until he pays a board bill of \$16.50. W. Stett, C. S., L. 663. July Journal.

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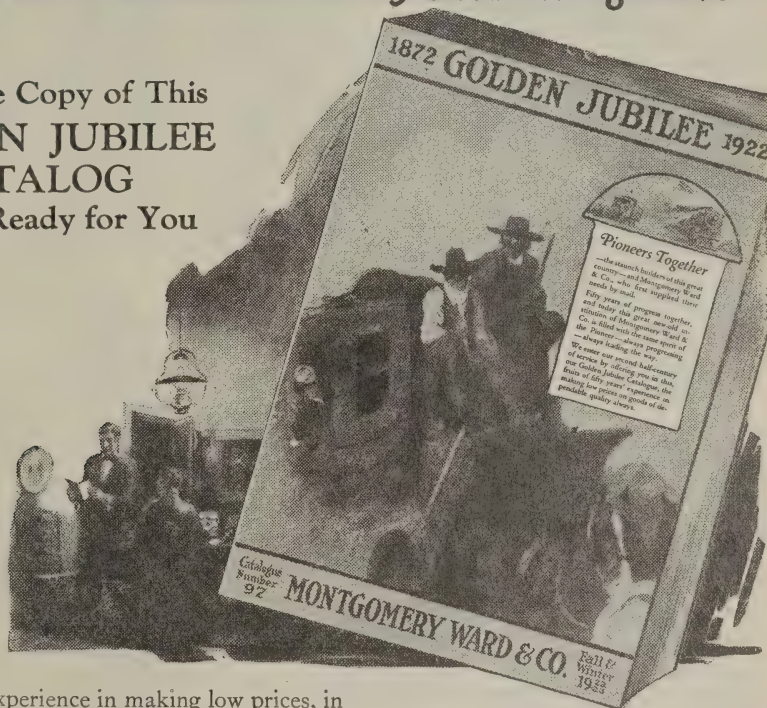
Knowing from terrible experience the suffering
caused by rheumatism, Mrs. J. E. Hurst, who lives
at 508 E. Olive St., B-221, Bloomington, Ill., is so
thankful at having cured herself that out of pure
gratitude she is anxious to tell all other sufferers
just how to get rid of their torture by a simple
way at home.

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BOILER MAKERS' JOURNAL FASHION ARTICLE.

Capes have been for a long time popular, but at present they are universally favored. They may be long or short, full or scant; attached to the shoulders of waists or dresses, or worn separately.

The newest idea in tailored dresses for summer, is made up in cre satin, with a plaited skirt, and short jacket cut with open fronts.

Tweeds are seen everywhere.

The one-piece dress steps forth under summer skies, with new versions, and is again endorsed by young and old as the best thing in fashions that has been evolved since the birth of the shirt waist.

Both matching cape and sleeveless jacket, have helped to popularize the one-piece dress.

The separate blouse too, so long supplanted by the one-piece dress, is a great favorite. It is found in every conceivable material. Beaded effects are very popular in blouses. Skirts for wearing with these blouses may be plaited in box or side plaits. Some new skirt models show plait fullness at the sides only, with back and front smartly smooth and unplaited.

For outing purposes plain skirts are preferred, in gore effect or circular wrap style.

The skirt length is still short of being settled, but most dressmakers leave the matter to the decision of their customers.

It is safe, however, to allow for ample hems, so that when all the world wears long dresses, she who has hers short may lengthen them readily.

Among recent combinations, one finds black and blue well represented.

The newest waist coats are long and may be buttoned high at the neck, sometimes meeting a neat simple collar and tie, or they may be cut low, over a dainty vest of frilly muslin.

The very smartest dresses are self trimmed, or trimmed with contrasting material.

4053. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires $5\frac{1}{4}$ yards of 32-inch material. If collars and cuffs are made of contrasting material $\frac{1}{2}$ yard of 40-inch material will be required. The width of the skirt at the foot is $2\frac{1}{2}$ yards. Price, 12c.

4052. Ladies' Dress.—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires 5 yards of 40-inch material. The width at the foot with plaits extended is a little more than two yards. Price, 12c.

4042. Child's Play Suit.—Cut in 4 sizes: 2, 4, 6 and 8 years. A 4-year size requires $3\frac{1}{2}$ yards of 32-inch material. To trim as illustrated requires $\frac{1}{2}$ yard of contrasting material 32 inches wide. Price, 12 cents.

3326. Child's Rompers.—Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 4-year size will require $3\frac{3}{4}$ yards of 27-inch material. Price, 12 cents.

3848. Ladies' House Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 5 yards of 36-inch material. The width of the skirt at the foot is about 2 yards. Price, 12 cents.

4068. Ladies' Apron.—Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44 and extra large, 46-48 inches bust measure. A medium size requires $4\frac{1}{2}$ yards of 27-inch material. Price, 12 cents.

4055. Junior Dress.—Cut in 3 sizes: 12, 14 and 16 years. A 14-year size requires 4 yards of 32-inch material. The width of the skirt at the foot is $2\frac{1}{4}$ yards. Price, 12 cents.

4060. Girls' Dress.—Cut in 4 sizes: 4, 6, 8 and 10 years. A 10-year size requires $3\frac{3}{4}$ yards of 32-inch material. Price, 12 cents.

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A BRIEF STATEMENT OF FACTS CONCERNING THE CONTROVERSIES WHICH PRECIPITATED THE STRIKE.

Rules and Contracting Out Work.

The second section of this statement concerns the controversy between the railroads and their employees over rules and the contracting out of work and shops.

During the war period National Boards of Adjustment had played a useful part in maintaining satisfactory relations between the railroads and their employees. As a result the Transportation Act provided a machinery for negotiation and ready adjustment of disputes regarding grievances, rules and working conditions as follows:

"Section 302. Railroad Boards of Labor Adjustment may be established by agreement between any carrier, group of carriers, or the carriers as a whole, and any employees or subordinate officials of carriers or organizations or group of organizations thereof."

On March 10, 1920, ten days after the Transportation Act went into effect, the sixteen standard railroad labor organizations requested the railroad managements to continue the operation of National Boards of Adjustment, but after considerable correspondence this request was refused.

On March 24, and April 5, 1920, the Chairman of the Railway Employees' Conference Committee addressed letters respectively to the Chairman of the Railway Managements Conference Committee and to the Chairman of the Association of Railway Executives, requesting the continuation of National Adjustment Boards which had successfully functioned previously and were provided for in the Transportation Act. They replied that the Association was opposed to the continuation of National Boards.

On July 29, 1920, the Chairman of the Railroad Labor Board wrote a letter to the interested parties, directing attention to the above-quoted section, which he stated contemplated "as an essential part of the machinery to decide disputes between the car-

riers and their employees the creation of Railroad Labor Boards of Adjustment."

Following this, the carriers refused to submit the question of continuing National Boards of Adjustment to the United States Railroad Labor Board, and after submission of the question by the Railroad Labor Organizations, the Labor Board decided on December 7, 1920, that it had no power to "exercise jurisdiction over the question of creation of Adjustment Boards." Thus, in the beginning of operation under the Transportation Act, the carriers refused to establish what the Labor Board had described as "an essential part of machinery to decide disputes between carriers and their employees."

Organized Money Again Attacks Organized Labor.

The refusal of the railroads to organize Adjustment Boards came, not from antagonism of active practical railroad managers, but as a result of the banking power domination over the railroad executives. The organization of the banking combination and its method of exercising control over railway executives has been described in Section 1 of this statement. This financial dictation is clearly evidenced in the drive against agreements upon rules with the National organization of employees, and the policy of contracting out work. With National Boards of Adjustment agreements must necessarily have been worked out with the employees' organizations. Therefore, the banking combination, being opposed to organized labor, opposed National Boards of Adjustment. This is frankly stated in the Atterbury report of June 30, 1920.

The record of hearings before the United States Railroad Labor Board on March 18-19, 1921, shows the following significant facts:

1. Early in 1920 the majority of the Labor Committee of the Association of

Railway Executives favored establishing National Boards of Adjustment, as provided for in the Transportation Act.

2. Vice-President Atterbury of the Pennsylvania alone on the Labor Committee opposed that policy, which was stated in the majority report signed by President Gray of the Union Pacific.

3. The Atterbury minority report embodied the policy which he stated to the Association of Railway Executives on September 3, 1920, in the following language: "Make no contracts whatever with the labor organizations."

4. The Gray report, embodying the best thought of a representative committee of experienced railroad executives, was rejected by the Association by vote of 60 to 41.

5. The Pennsylvania Railroad controlled directly six votes and the New York Central ten.

6. T. De Witt Cuyler, Chairman of the Executives' Association, admitted on the witness stand that if the New York Central alone had voted for the Gray majority report it would have carried. If the New York Central and Pennsylvania had voted for the Gray report it would have carried easily. It is peculiarly significant that Mr. Cuyler, Pennsylvania Railroad director, director of Bankers Trust Company, Guaranty Trust Company, Equitable Trust Company, United States Mortgage and Trust Company, Metropolitan Trust Company, Commercial Trust Company and Girard Trust Company, was and is chairman of the Association of Railway Executives. He has admitted in the record before the Labor Board that he is primarily a banker and lawyer, that he never had any railroad experience and that he has too much authority.

7. It is significant that Mr. Cuyler, swinging the Pennsylvania vote, with the New York Central vote, turned down the Gray report, representing a true management policy, because the financial interests he represented were opposed to national collective bargaining.

8. It is significant that Mr. Cuyler then appointed Mr. Atterbury, the notorious labor smasher of the Pennsylvania Railroad, to succeed Mr. Gray as Chairman of the Labor Committee.

The vote against National Adjustment Boards was a declaration of war on the railway employees' organizations.

The refusal of the railroads to form Adjustment Boards was also the start of a series of attacks against the Railroad Labor Board. It was the inevitable result of this refusal that the Labor Board would be overburdened with a mass of disputes and unable adequately to perform its functions, which should include only determining major problems. The Gray report prophesied this result in these words:

"If no intermediate Boards are provided for by mutual consent, as clearly anticipated

in the law, then every disagreement arising upon an individual railroad on which the management and employees' representatives have not been able to reach an agreement, must, of necessity, go directly to the Labor Board; and that Board, not yet appointed, will have before it and demanding immediate consideration the whole subject of wages and working conditions, and covering practically every railroad employee; a herculean task when it is remembered that the three public representatives, who hold the balance of power, will come to their task in all probability without practical experience in railroad wage matters."

The record of the Labor Board's hearings on January 31, 1921, reveals a statement by Mr. Atterbury that the railroads would flood the Board with cases. And they did so.

The result of the anti-labor organization policy (and it might be called an anti-Railroad Labor Board policy) of the railway executives was that in the first two years of its existence the Labor Board was required to render decisions and interpretations in nearly 1,200 cases. This number excludes all cases closed by letter. And during this period the Board accumulated nearly 1,500 cases undisposed of. On account of the lack of Adjustment Boards matters of little importance, involving trivial issues, were forced upon the Board, such as one controversy involving the question of only two hours' pay for a single employee.

The railway executives, by refusing to adopt the measures provided in the Transportation Act that would have disposed of most of the disputes, and by flooding the Board with cases of all kinds, not merely crippled the Board and impaired the operation of the law, but deprived the Board of time to make independent studies of railroad problems, to consider evidence on important issues with necessary care and to make carefully worked out decisions.

The chief injustice resulting from this policy has fallen on the employees and on the traveling and shipping public. Dissatisfied employees, denied opportunities provided by law for adjustment of grievances, and forced to take cases to an overburdened Board, do not provide the best basis for efficient transportation service.

The Attack Upon the Rules.

The attack of the Railway Executives' Association upon the rules and working conditions came to a head violently with the peremptory demand by Mr. Atterbury January 31, 1921, for the immediate abrogation of the National Agreements. Previously a propaganda campaign had been vigorously carried on for several months to spread the belief that the National Agreements were favorable contracts obtained by the employees during government operation of the railroads.

What Are the National Agreements?

As a matter of fact, the National Agreements, comprising the rules and determining the working conditions in railroad shops,

are a growth of over thirty years. Under stress and strain of actual operations and through the aid of intermittent negotiations, agreements have been worked out for the rules and working conditions contributing jointly to the efficiency of railroad shop operations, and to the providing of satisfactory conditions for the employees. The campaign against these rules was conceived and carried out in the same intolerant spirit that refused to permit organization of Boards of Adjustment.

The record of the hearings before the Labor Board shows that, whereas the railway executives demanded the termination of the National Agreements, nevertheless the rules and working conditions finally accepted by all parties embodied practically without change the much condemned National Agreements except as to seven rules wherein amendments were proposed by the Labor Board which were not acceptable to the employees. This proved conclusively that the major part of the National Agreements provided for working conditions satisfactory alike to carriers and employees and beneficial to the transportation service. Yet Mr. Atterbury, on January 31, 1921, stated that the whole situation would "drift into chaos and orderly procedure become impossible, except at the price of railroad bankruptcy, financial shock and still wider unemployment," unless "the Labor Board can prevent this catastrophe by declaring that the National Agreements, rules and working conditions coming over from the war period are terminated at once, that the question of reasonable and economical rules and working conditions shall be remanded to negotiation between each carrier and its own employees." . . .

It will be seen that the sole purpose of this demand was to destroy the effectiveness of the representation of railway employees through their national organizations, and to permit the carriers, whose managements were organized for national action in support of uniform policies: First, to avoid negotiations with the employees organized likewise for national action; second, to attempt to impose the national policies of management upon local organizations of employees; and, third, upon the inevitable failure of such unfair methods of negotiation, to throw upon the Railroad Labor Board an unintended and impossible burden of arbitration.

On April 14, 1921, after a complete hearing before the Labor Board of the management's case and only an opening of the case for the employees, the Board suddenly and most unfairly entered an order abrogating the National Agreements as of July 1, 1921, and referring the negotiations of agreements relating to rules and working conditions to the carriers and their employees, in accordance with sixteen basic principles laid down by the Labor Board.

In these negotiations on each railroad the Railway Executives presented a nationally agreed upon program for the modification

of some of the most important rules, upon which agreement with the employees was thus made impossible. The matter was then submitted to the Labor Board, which later issued Decision 222, proposing amendments of Rules 6, 10, 12, 14, 15, 46 and 177, which were not acceptable to the employees. Yet the employees continued to render service under protest but in accordance with the amended rules until they decided in an orderly manner to suspend work on July 1, 1922, rather than to submit to increasing injustices.

It will be noted that these proposals of the Labor Board affecting the rules above mentioned were in line with the nationally agreed upon program of the Railway Executives.

Following the promulgation of rules by the Labor Board in Decision No. 222, many questions of interpretation arose. The majority of these could have been readily adjusted by Boards of Adjustment, instead of which the Labor Board was flooded with a mass of cases requiring interpretations. And, although the employees continued to work, even though under protest as to the non-acceptable rules, and also followed the Board's interpretations of the rules, various carriers took it upon themselves to violate these rules. These railroads now join hypocritically in the cry that the employees, in refusing to continue to work under non-acceptable conditions, are refusing "patriotic and loyal obedience to Government authority," although that is precisely what the entire Association of Railway Executives did, when it refused to establish what the Transportation Act had provided as "an essential part of the machinery to decide disputes between carriers and their employees," and what 92 railroads did in 104 cases, wherein they refused obedience to orders of the Board involving wage decisions, interpretations of rules, rights of employees to select their own representatives and the contracting out of work and shops.

The two latter questions will now be considered.

Pennsylvania Railroad Violates Decisions No. 119 and No. 218.

Difficulties arose in connection with the Pennsylvania Railroad over the effort of the railroad to dictate the manner in which its employees should select their representatives. It being a necessity for the efficient operation of the Transportation Act that there should be properly accredited representatives of the employees, the Labor Board sought to promulgate certain rules to insure that the employees should have a free opportunity to select their own representatives and that the railroad company should not control the selection of representatives of employees through organization and recognition of "company unions."

The Pennsylvania Railroad refused to obey the decisions of the Board and brought a bill for an injunction in the Federal Court.

In this case Judge Page ruled that the Board did not have the right to control the method of selecting the representatives of the employees, and held, still more broadly, that all the decisions of the Labor Board, with regard to wages or rules, were "only advisory." Thereby the Pennsylvania Railroad successfully and seriously further weakened the previously diminished power of the Labor Board to insure fair negotiations between the railroads and their employees and fair representation of the employees in such negotiations before the Board. It will be seen that this policy of the Pennsylvania Railroad, of which Mr. Cuyler and Mr. Atterbury are two directors and dominate its labor committee, carried out completely the general anti-labor policy which had been imposed by the banking combination upon the Association of Railway Executives.

Contracting Out Work and Shops.

A convincing demonstration of anti-labor policies of the Association of Railway Executives is given in the matter of contracting out work. The inevitable effect, and the intended effect of such contracts, was to permit those controlling this work to refuse to recognize the national organization of Railway Employees and to refuse to put into effect in such work the wages and the rules determined to govern railway employees.

An exceptionally frank statement of this purpose of the railroads was made to the Labor Board by the Buffalo & Susquehanna Railroad in demanding that wage reductions be put into effect. The representatives of this railroad said:

"The Buffalo & Susquehanna Railroad really expects your board to put into effect the rates proposed by it and your failure to do so can have only one of two results, the sending away of the work to other shops where cheaper labor is employed, or in leasing the shops to outside parties with the requirement that the total cost, including overhead, will not be more than the wages as proposed by the railroad. Therefore, an adverse decision of the United States Railroad Labor Board can have one or two effects; that of either throwing these employees totally out of work, or reducing their wages from 10 per cent to 30 per cent more than is proposed by the railroad in order to absorb the overhead."

This policy was adopted by an increasing number of railways, including some of the most important systems, and bid fair to spread throughout the entire transportation industry, until a vigorous protest by the employees to the Labor Board resulted after fifteen months delay in decision No. 982. This case involved the Indiana Harbor Belt Railroad Company, a subsidiary of the New York Central. The importance of the question is well presented in the following quotation from the decision of the board:

"No more important dispute has ever come before the Labor Board for adjudication.

It goes to the vitals of the Transportation Act. If the carrier can legally do the thing which has been done under these contracts, then the entire Transportation Act can be nullified and the will of the Congress of the United States set at naught. If one class of employees can thus be taken from under the application of the Act, there is no sound reason why each and every railroad employee in the United States cannot be given like treatment. One class of employment lends itself as readily to this method as another. Contracts have been recently entered into by various carriers, purporting to turn over to so-called independent contractors the work of the following classes of employees.

"(1) The six shop crafts, (2) the maintenance of way employees, (3) certain employees embraced in the clerks' organization, (4) the firemen and oilers, (5) the hostlers, embraced in the engine service, and (6) signal department employees.

"When Congress in this Act speaks of railroad employees, it undoubtedly contemplates those engaged in the customary work directly contributory to the operation of the railroads. It is absurd to say that carriers and their employees would not be permitted to interrupt commerce by labor controversies unless the operation of the roads was turned over to contractors, in which event the so-called contractors and the railway workers might engage in industrial warfare ad libitum.

"In other words, Congress did not say to the carriers, 'you must not precipitate trouble by the adoption of arbitrary measures with your employees, but you may delegate to a contractor the power to violate and annul all your agreements, and if it happens to result in an interruption to traffic, the public will be deprived of such protection as the Transportation Act would give.' As a matter of fact, that is practically the sole effect of the contracts involved, in this case.

"A strike by the employees of a contractor or contractor agent of a carrier would as effectually result in an interruption to traffic as if the men were the direct employees of the carrier.

"To the outside observer, and so far as the public is concerned, the car repair department of this carrier has undergone no real change. The carrier's own shops along its own lines are maintaining the carrier's car equipment exactly as they did before these contracts were made. Very largely, the carrier's same foremen and inspectors are in charge and its same careful supervision is being exercised. The carrier is furnishing all the necessary material from its own stores and supply houses as it did before. The employees of the contractor are riding the carrier's shop train gratis from their homes to their work just as they did before, except that no passes are issued to them for fear of violating the law. When a wreck occurs anywhere on the carrier's property, the employees of the contractor

go out and look after it. The employees of the contractor are required to familiarize themselves with the operating rules of the railroad pertaining to safety. The carrier is carrying accident insurance on the contracting employees. The carrier's tools, machinery, and equipment are all being used in the operation, and the contractor had none of his own. The contractor has no leasehold on the plant or shops of the carrier. The carrier says it is free to do any of its work anywhere else, as it sees fit. On 60 days' notice, either party can terminate the contract. The contractor does not even have any control over the wages paid the employees. The contract contains the carrier's ready-made schedule, which the contractor must use.

"There need be no misunderstanding of this situation. The Contractor performs only one useful function in this operation—he is the medium or channel through which the piece-work system was substituted for the lawfully established wage scale. The contractor's compensation for this is 5 per cent of the amount of the pay roll, and the rate of pay is carefully limited by the piece-work provisions in the contract. The contractor takes absolutely no risk." (Blackface ours.)

The Board ruled that the contracts considered were "in violation of the Transportation Act," insofar as they purported or were construed to remove the employees from the application of the Act, and held that the shop employees were still under jurisdiction of the Board and subject to its decisions as to wages and rules.

This decision of the Labor Board may have had the effect of checking to some extent the further extension of this practice of contracting out work in shops, but the railroads concerned, in many important instances, refused to obey the ruling of the Board and their position was stated by the Association of Railway Executives June 29, 1922, as follows:

"They have been advised by their Counsel, as we are informed, that in letting such contracts, they are strictly within legal rights; that the Labor Board has no jurisdiction to determine otherwise; and that they are ready to submit this question of bona fide difference to the properly constituted legal tribunals, and will loyally abide by the result."

The suggestion of submitting this question to the Courts is mere lip service, because it is clear that, in the first place, the carriers expect the Courts to hold, as Judge Page did, that the decisions of the Board are "only advisory" and hence that they are within their legal rights in violating them; and in the second place, the determination of this question in the Courts would mean a long litigation, during the progress of which the roads would continue their efforts to undermine the ability of the national organizations to protect the Railway Employees and would put into effect for a long period reduced wages and changed

working conditions, causing irreparable loss to great numbers of employees.

There has been so much effort to minimize the importance of this contracting out work, and to make it appear a sporadic practice, not indulged in by influential roads, that a summary of cases may be advisable to show how deep a grievance exists.

Erie Railroad, in March, 1920, leased its large repair shops at Hornell, N. Y., to Hornell Repair and Construction Co.

Erie Railroad, in August, 1921, contracted out its shops at Marion, Ohio, to a dummy corporation called the Railway Service Co.

Erie case brought to attention of Labor Board in January, 1921, and heard as to Hornell and Marion, December, 1921. No decision has yet been rendered and the Erie has contracted out everyone of its car and locomotive shops and the larger roundhouses, also all track employees on the entire Erie System.

New York Central Railroad turned over work of 400 electrical workers to Western Union Telegraph Co. on a contract, April, 1921, changing working conditions and cutting wages \$50 per month for every man. Case filed with Labor Board May, 1921, heard September, 1921, and not yet decided.

New York Central has contracted out its East Buffalo car shops to "Fingy" Connors of Buffalo, and its Toledo shops to another contractor.

New York Central subsidiary, the Indiana Harbor Belt Railroad, started its contracting out in January, 1921, extending the practice until all employees in car and locomotive repair shops were under alleged contractors. Case presented to Labor Board June, 1921, heard December, 1921; decided May, 1922, and decision not obeyed by the railroad, but about 15 employees who attempted to have it applied have been discharged.

New York Central subsidiaries, the Michigan Central and the Big Four, also have contracted out important shops, decreased wage rates and degraded working conditions.

The Southern Pacific contracted out repair tracks at Houston, Texas, and at Algiers, just outside New Orleans.

The Gulf Coast Lines used this practice at one point as a means of reducing wages of car cleaners.

The Western Maryland began to contract out its shops to former supervisors May, 1921, and on March 16, 1922, all of its repair shops and yards went under contract to four separate parties. The contractors reduced wages, abolished conditions established by the Labor Board decisions and refused to deal with representatives of the railway employees. March 25, 1922, the shopmen, maintenance-of-way employees, signalmen, stationary firemen and oilers, suspended work and have not returned to work since that time.

Other railroads utilizing the contracting out practice include the M. K. & T., Wheel-

ing & Lake Erie, Pere Marquette, Boston & Albany and Bangor & Aroostock.

The railroads which have carried on this practice operate more than one-quarter of the total mileage of Class I railroads. This indicates the extent of the wrongdoing more effectively than any statement of names or numbers of the roads.

Miscellaneous Violations of Transportation Act.

In addition to the violations of the Transportation Act by railroads heretofore set forth there have been a large number of other violations, which it would take too much space to detail, by railroads which include the Lackawanna; Alabama, Tennessee & Northern; Arizona Eastern; Buffalo & Susquehanna; Copper Range; Atlanta, Birmingham & Atlanta; Missouri & North Arkansas; Denver & Salt Lake; Duluth Missabe & Northern; Gulf Coast Lines; Texas & Western; Nevada Northern and Toledo, St. Louis & Western. There is a total of 104 violations by 92 railroads and it is not surprising in view of this record that the employees, who have never violated the Act, but merely exercised their admitted right to suspend work under non-acceptable terms, have been outraged at the complacent insincerity with which law-breaking railroads have attempted to brand their law-abiding employees as opponents of governmental authority.

However, it is quite common for the Railway Executives to ignore facts and to make public statements which are proven to be false by their own records.

Unified Action of Carriers.

A very good example of this blatant hypocrisy of the power behind the throne in the railroads is shown in the statement of the Railway Executives of June 29th, above quoted. Mr. Cuyler had the audacity to write over his signature as follows:

"While the Association of Railway Executives does not undertake to deal with labor policies, such matters being left to the regions and to the individual roads, your telegram, because of the shortness of time available, was considered by those present at the meeting today, and by unanimous vote I was instructed to make you the following reply."

Yet this organization of Railway Executives was the body which, September 6, 1920, refused to continue National Boards of Adjustment, was the body which, January 31st, 1921, made a demand through Mr. Atterbury, Chairman of its Labor Committee, for the abrogation of the National Agreements, and was the body which subsequently inaugurated a uniform program for the revision of rules and in a meeting at the Blackstone Hotel, October 14th, 1921, directed its members—201 Class I Railroads—to begin a campaign for a further reduction of wages, which program was presented to the employees in merely formal negotiations, and upon rejection immediately

brought before the Labor Board. In Mr. Cuyler's letter he states:

"That the carriers made all of the efforts required by the law to settle with their employees by negotiation, before appealing to the Labor Board."

But in the hearings before the Labor Board in the spring of 1922, the employees demonstrated by transcripts of the so-called "negotiations" carried on by the railroads that they amounted to nothing more than the presentation of uniform demands to the employees of the separate railroad systems. There was no attempt made to compromise these demands, but as soon as a definite refusal to accept them as a whole was obtained from the representatives of the employees, the so-called "negotiations" were ended, and the matter was brought before the Labor Board.

With such an abundance of proof of the unified action of the carriers through the Association of Railway Executives it is reasonable to believe that the contracting out practice was inaugurated as a part of the general anti-labor program.

Reply to Claim That Contracting Out Aimed at Economy.

It has been claimed in behalf of the railroads that the purpose of contracting out work and shops is to promote efficiency and economy. The reply of the employees may be summarized under four headings.

First, the "efficiency," intended through contracting out of work is that sort of efficiency whereby, through disintegrating the protective organizations of employees, the employees will be unable to prevent the imposition of indefensible working conditions and forced to submit to a speeding-up process, which long experience has shown, promotes volume of work temporarily only, and at the expense of quality, also at the expense of the health of the employees.

Second, the "economy" is that sort of economy which is found in forcing men, deprived of any real power of collective bargaining, to work for wages insufficient to maintain themselves and their families in a condition of health and comfort.

Third, as the Labor Board held: "The contractor performs only one useful function in this operation—he is the medium or channel through which the piece-work system was substituted for the lawfully established wage scale. . . . The contractor takes absolutely no risk."

Fourth, the contracting out of work, as has been proved in the following cases of two of the leading railroad systems, has been the means of wasting the funds of the railroads and of benefitting private concerns.

On March 7, 1922, the Interstate Commerce Commission decided that the Pennsylvania Railroad could have made in its own shops, at a saving of \$3,000,000.00, the repairs on all the 200 locomotives which it sent to the Baldwin Locomotive Works in 1920. On the same day the Commission

decided that the New York Central had wasted over \$3,000,000.00 in its contracts of 1920 in locomotive repairs by the American Locomotive Company, Rome Manufacturing Company and Baldwin Locomotive Works, and that the work could have been done in the railroad's own shops. This decision also points out that the railroad laid off shop employees during the same months it was sending 23 locomotives to these outside repair plants. This decision sheds a sinister light upon the purposes of the railroads in insisting upon carrying out the practice of contracting out work and shops. Such contracts serve in every way the purpose of the banking combination which dominates the Association of Railway Executives. They serve for disciplining labor, decreasing wages, and disintegrating labor organizations; they serve also for the profit of those equipment companies in which the banking combination, dominating the railroads, has a large financial interest.

Railroads Not Penalized for Violations.

It is quite humorous after considering the numerous and persistent violations of law by the railroads to read Order No. 1 of the Labor Board issued in April, 1920, which provides:

"This Board will not receive, entertain or consider any application or complaint from or by any party or parties, or their representatives who have not complied with or are not complying with the provisions of the law."

If this order had been enforced against the railroads the reductions in wages and changes in rules offensive to the employees would not have been promulgated by the Board, because the Board would have refused to entertain applications from those important railroads which have been most active in seeking wage decreases and rule amendments. Such railroads as the New York Central, the Erie and the Pennsylvania would have been informed that as law violators they were not entitled to a hearing before the Board.

Yet when the employees exercised their lawful right to suspend work, which suspension was not a violation of the Transportation Act, but the lawful course open to the employees to avoid submitting to injustice, then the Labor Board passed a resolution denying these employees the right to any further hearings by the Board. Thus it appears that the Board applies the same law in one manner to the employees and in another manner to their employers.

Financial Improvement of Railroads.

Although as pointed out in Chapter 1, of this statement, the financial condition of the railroads is not a proper factor for consideration in fixing wages of employees, it may be well before concluding the statement to demonstrate the great improvement of railroad finances which has been studiously concealed from the public, in order to gain popular support for the unjust at-

tacks against the interests of the workers.

In 1920 the Interstate Commerce Commission increased rates \$1,600,000,000.

This provided \$1,000,000,000 more than the \$600,000,000 expense of the wage increase of 1920.

Subsequent rate reductions did not decrease revenues more than \$450,000,000.

This decrease was entirely covered by decreased cost of supplies.

Therefore the \$1,000,000,000 which has been taken from the employees in wage reductions and rule amendments represents clear gain to the roads.

An article by Frederick Hanssen in the Financial World, July 1, 1922, exhibits the following significant facts of the improved financial conditions of the railroads:

"Recent earning reports of the railroads indicate that the roads, as a whole are getting close to the 5.75% return on property valuation. . . . A 5.75% return would mean earnings for the roads at the rate of \$1,052,250,000 yearly on the \$18,300,000,000 valuation tentatively allowed by the Commission."

The author points out that the earnings of 1915, 1916 and 1917 showed "the most prosperous three year period in the history of American railroading," and that for the next 32 months (under government guarantee) this record-breaking return was continued.

"Then 16 months ensued which were really lean for the railroads (although industrial companies as a whole fared worse) and but 3.25% was earned on the valuation. . . . The average return therefore for seven years, 1915 to 1921 inclusive, was 5.27% and is now in the middle of 1922 again approaching the 5.75% mark."

The author then shows that declining freight rates and increasing wages increased the railroad net returns so that "in 1916 with the lowest freight rate and the highest wage rate up to that time, the railroad net income broke all records—this is due to the fact that the railroads to a greater extent than any other important industry are benefited by the law of increasing returns."

The Interstate Commerce Commission reported in 1922:

"It appears that under present rates with an increase of 10% or more in traffic over 1921 not only would the net railway operating income of the carriers as a whole for the next twelve months be substantially in excess of the fair return herein determined, but it would greatly exceed the corresponding figure for any year in the history of railroad operation."

Thus it appears clear that a reduction of wages, ordered for July 1, 1922, was not necessary to furnish the railroads with the maximum return they are permitted to earn under the law, because every industrial indication points to an increase of at least 10% in traffic.

One final point may be made for the

benefit of those who think that 5.75% is not a large return for the roads.

Mr. Hanssen in the article quoted shows that \$10,200,000,000 of the railway securities represents net funded debt carrying an average interest of about 4.5%; so that 5.75% on the entire "valuation" allows about 7.5% on stock, of which "the rate on most preferred stocks is less than 5%, which makes just that much more accrue to the common."

A table showing what a 6% return on "valuation" means to common stockholders exhibits the following earnings per share of common stock on some of the principal roads:

Santa Fe	\$17.01
Atlantic Coast Line	13.40
B. & O.	11.02
Illinois Central	19.10
N. Y. C.	14.12

When the common stockholders of the principal railway systems are allowed and able to earn such an income does it not seem unjust and unreasonable that employees of these roads should not be allowed a decent livelihood under fair working conditions for doing the labor necessary to produce these generous earnings?

President A. H. Smith of the New York Central stated before the Senate Interstate Commerce Committee, May 20, 1921, that—

"Ninety-five per cent of this railroading is human. The other five per cent is merely coal and steel and it is not worth anything if you do not get good men with it."

The railway employees are insisting that the ninety-five per cent human element of the transportation industry shall be made up of properly nourished, competent, energetic workers. Such workers can only be obtained through adequate wages and reasonable working conditions. Such workers are necessary for efficient transportation service, which is essential to the general welfare and to national prosperity. Such workers are to be found only in the organized employees, who are ready and willing to render service under just and reasonable conditions and wages. It is to the interest of the American people to demand that the railway executives engage their services upon these conditions.

Railroad Hypocrisy as to "Public Service."

It is clearly shown on investigating the financial operations of the railroads how false has been their claim that the public would receive the benefit of wage reductions. Every dollar which the roads have lost by reduced freight rates has been replaced through savings in operating costs not resulting from wage reductions. The money saved to the roads by wage reductions has been retained by the railroads and added to their previous profits upon operations. The public has received no benefit from the employees' losses but the millions taken from underpaid workers have been placed to the credit of railway security holders, while the publicity promoters

of the railroads have wailed about their poverty and proclaimed their desire to reduce operating costs for the benefit of the travelers and shippers.

Seniority Rights of Employees.

Since the suspension of work by the shopmen the railway executives, particularly subject to financial dictation, have given another strong example of the hypocrisy of their pretensions concerning public service. They have raised a barrier against speedy and just settlement of the controversy by announcing a refusal to continue the seniority rights of employees returning to work after a settlement.

They seek to make it appear that these seniority rights are favors which the men should forfeit as a penalty for exercising their admitted right to refuse to work under non-acceptable conditions. Of course, if men are to be penalized for striking then it is hypocrisy to assert that their right to cease working is a recognized and a valuable method of protecting themselves from conditions of involuntary servitude. To punish a man for exercising an accepted right is rather inconsistent; and to hold forth a penalty for standing up for one's rights as a condition of adjusting a grievance, is simply to exhibit a purpose to refuse to do justice.

But, the insincerity of the railroad position is still more evident when it is shown that seniority rights are not a favor to the employees but a practice which is an essential part of efficient operation of transportation service. Seniority rights involved principally, first, the right of the senior employee to be the last laid off in a reduction of forces; second, the right of the senior employee to have first preference in selection for vacancies in preferable jobs.

The first right is of great importance and has a large community value. It results in encouraging permanent employment, the building of homes and making of useful citizens. The railway employees, as a group, are steady workers. They will average between 10 and 25 years, in continuous service. Having increasing certainty of permanent employment the longer they remain in service, they are encouraged to buy homes and to establish themselves in community activities with assurance of continuous livelihood. To deprive hundreds of thousands of men of these rights and of their assured positions would be a sweeping injustice, unparalleled in modern industrial history. It would operate so that in the event of reducing forces the railroads would be permitted to discharge the senior and most competent employees and to retain men engaged for only a short time in transportation service, for the most part a floating, nondescript collection of unreliable workers.

Of course, in fact the railroads would for their own good retain the senior, more efficient employees, except that with seniority rights destroyed, their positions would

be insecure and the roads would be able to weed out those workers most active in protection of rights of their fellow employees. That is the sole purpose of the railroad insistence on the destruction of seniority rights. They would be able in this way to punish the more independent, forceful workers and to intimidate their fellow workers, breaking down the spirit of free labor, one of the most valuable qualities of Americanism.

Knowing that the railway employees will not consent to a return to work with a forfeiture of their seniority rights, the insistence upon this policy means simply that the roads adopting it are attempting to destroy the labor organizations and to build up over a long and costly period of disorganized service new bodies of employees. What such a policy will cost the public and the railroads themselves can be briefly outlined.

The railroads are now paying as high as \$25.00 per day, plus board and lodging, for armed guards. They are openly advertising pay of \$8.00 per day, plus board and lodging, for mechanics. The taxpayers of cities, counties, states and the nation are being charged hundreds of thousands of dollars to maintain police, militia, constabulary, federal deputies and soldiers, called for by the railroads to support their hostilities against the organized employees.

Yet even this enormous expense is small compared with the total loss inevitably to be suffered by the railroads in attempting to reorganize their working forces. A well known railroad operator recently called attention to the disastrous experience of the railroads involved in the five-year Harriman strike. Thirty thousand shopmen were involved and this operator pointed out that:

"It cost those roads over \$50,000,000 to install and train new shop men. Many more millions were lost in transportation and the decline in value in stocks and bonds. Some of the lines never fully recovered from that strike. And when the men became proficient in their work they joined the union and today they are out on strike with the shop crafts."

Competent authorities writing in the *Railway Review*, March 5, 1921, and in the *Railway Age*, February 25, 1921, have shown that the breaking in of inexperienced help to do the work of the shop men costs from \$200.00 to \$300.00 each.

Statistics from various industries also show that the percentage of separations from employment during the first year of work runs over 80 per cent of total separations. The longer a man works the more valuable he is and the more likely he is to remain at work.

It can be readily estimated that it will cost the railways directly at least \$100,000,000 per year over a period of many years to attempt to replace the organized shop men. Their indirect losses and those of the public are impossible of estimation, but staggering to contemplate.

What is the purpose of this "rule or ruin" policy of the railway? It can only be ascribed to a blind determination to disintegrate the national labor organizations at no matter what cost to the railroads themselves or to the public.

Let it be noted again that it is only the small dominant anti-labor group of executives who support this policy. Only two of the western roads have come out in opposition to restoration of seniority rights. Apparently none of the southeastern roads maintain this stand, as evidenced particularly by the attitude publicly taken by the Baltimore & Ohio that the question of seniority rights will not prevent a settlement. The eastern roads, particularly under the influence of the Pennsylvania, are those in the forefront of this disregard for the demands of justice or the needs of the public.

The pretenses of those executives who would deny seniority rights to the most efficient, permanent and reliable employees of the railway systems are hollow indeed. Neither justice to the workers, nor the general welfare, nor even the interests of the railroads themselves can be served by this program. Only those financial interests who short-sightedly seek a temporary profit in the degradation of American labor are served by this policy. To all others who understand its true import it should appeal as a menace to the common good.

Conclusion.

The wage controversy between the railroads and employees looms large in the public eye because the issues are easily understood. But it is significant that, in the overwhelming vote of the shop craft employees in favor of suspension of work rather than to accept (1) reduced wages, (2) changed rules and (3) the practice of contracting out work, the employees voted even more strongly against acceptance of amended rules and the practice of contracting out work than they did against the acceptance of inadequate wages.

It is difficult to explain to the general public the issues under the rules. One example may be significant; the amendment of rule 6 denied to employees overtime pay for work done on Sundays and holidays, a rule which had been in force for thirty years, even on unorganized roads. It will appeal to the common sense of justice that, if men are to labor on Sundays and holidays, and are to be deprived of religious observances and the pleasure of relaxation and association with their families and fellows on such days of rest, they should at least receive some extra compensation for such sacrifices, and there should be a penalty against the carriers to prevent unnecessary deprivation. It should be clear that those responsible for the amendment of this rule were not in a frame of mind wherein they would do justice to the men in respect to other rules.

As was stated in the chapter concerning

the wage controversy, the main difficulty in this entire situation arises from the fact that the Labor Board has been persuaded to put into effect policies favored by, and of benefit to only a tiny group of the one hundred million people of the United States. To less than fifty thousand persons, the large investors receiving income from fixed investments, it is of great selfish interest that labor may be obtained as cheaply as possible, in order that the dollars which they receive from investments and which they do not earn by their daily labor, may buy as much as possible of the labor of other men. It is to their interest to break down the effectiveness of the self-protecting, democratically governed, organizations of workers, in order to compel the disorganized workers to accept as meager a return as possible for their services.

But it should be reiterated that poorly paid labor, dissatisfied labor, labor made sluggish and inefficient by unfair conditions of work and inadequate wages that promote daily dissatisfaction in a man with himself and with his lot in life—that such labor is not the basis of sound, enduring prosperity, or a proper foundation upon which to build for the future of the family, the community, or our Republic. Nor is there any excuse in America, with its boundless resources, its vast areas of undeveloped land, its powerful position in the family of nations, for the degradation of any standard of living yet attained or for any limitation upon the power of the American workers to organize and co-operate to promote the general welfare of all those who do useful work in the world.

Not even the prosperity of the excessively rich is threatened by conditions wherein they are called upon to sacrifice the interests of the few for the good of the many. The operations of the banking combination behind the throne of the railroads can only be described as exhibitions of the stupidity and arrogance of entrenched power. It cannot be too often asserted that the opposition of organized labor to this entrenched power is not a selfish struggle, but an essential part of the constant effort that free labor has been forced to make in every period of modern history to resist the growth of a financial power greater than the power of the government ordained by the people to advance the general welfare. It is all the more important that this resistance of the workers should be made and understood, when the financial power operating behind the scenes brings pressure to bear on governmental bodies and attempts to clothe its selfish private purposes with the trappings of public authority.

"The voice is Jacob's voice, but the hands are the hands of Esau."

To pass an idea on is to multiply its power. Tell your friends to patronize the union label, card and button.

STICK TO YOUR UNION.

The Official Song of the American Federation of Labor.

(Words and music by Thomas H. West.)

I'll now relate a story—
It happened years ago—
And the words a noble father said
Which all of you should know.
His son had quit the workshop
With others of his trade;
They struck against injustice,
A cut the firm had made.
His father, old and feeble,
Came to meet him at the door
And listened to the story
That his son related over,
About his shopmates' action
And what the firm had done,
The old man listened to it all
And thus spoke to his son:

Chorus.

Stick to your union, lad,
Don't be a knave;
Show every tyrant that
You won't be a slave.
Obey your aged father,
God bless you now, my son,
Stick to your union
'Till the strike is won.

The son was much affected,
He grasped his father's hand,
Said he, we are united,
And justice we demand.
Don't be alarmed about us,
We never shall return
Until the firm restores to us
The sum we justly earn.
The Union held a meeting
That evening in their hall,
Each member was determined
The Union should not fall.
The old man to the platform
By his son was gently led,
Who 'mid great applause repeated
These words his father said:

Chorus.

The strike was long and bitter,
The men refused to yield;
No traitors were among them
As time at length revealed.
At last the firm relented
And sent for them one day,
And told them they'd decided
To restore their former pay.
Of course there was rejoicing
But that night the old man died—
Their joy then turned to sorrow
For he was the Union pride.
They marched to do him honor
In silence to the grave,
Now inscribed upon his monument
Is this advice he gave:

Chorus.

THE BOILERMAKERS' AND IRON SHIPBUILDERS' JOURNAL.

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JAMES B. CASEY, EDITOR AND MANAGER.


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All Copy Must Be Received by the Editor by the 15th of the Month to Insure Publication in the Following Issue.

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No freedom loving citizen should vote for any candidate who will not pledge himself to oppose any form of compulsory labor law.

No justice loving citizen should vote for a candidate for any office who will not pledge himself to oppose injunctions and contempt proceedings as a substitute for trial by jury.

No freedom loving citizen should vote for any candidate who will not pledge himself to vote for legislation abolishing child labor.

THE ARBITRARY ACTIONS OF EASTERN RAILROAD MANAGERS PREVENTS A SETTLEMENT OF SHOPMEN'S STRIKE.

While it is admitted on all sides that the motive power and rolling stock of the roads are rapidly disintegrating and that more than 60 per cent of it is either out of commission or in an absolutely dangerous condition at the present time, still the managers stubbornly refuse to settle the strike on an equitable basis. It seems the hard-boiled managers of the Eastern roads are responsible for this condition; while they know they cannot successfully operate their roads without the skilled mechanics now on strike they are preventing a settlement with the hope that the men will give up the fight without a fair settlement, but in this they will be disappointed, evidently they do not understand the mettle of the men or their determination to fight on until a square deal is assured them.

Last week the presidents of the transportation Brotherhoods met with a committee of the managers in New York, to help bring about an equitable adjustment of the strike and apparently were making some headway, but about this time President Harding, seemingly without reason, and certainly without grace or justification, addressed Congress on the coal and shopmen's strike; no solution of either were offered, but it plainly showed the administration was lined up behind the coal operators and railroad managers. He charges the whole country was at the mercy of the union miners, simply because they were successful after a five months struggle, in forcing the operators to renew an agreement which they deliberately broke last spring. No odium was charged to their bad faith, but all of the discomforts suffered by the country through scarcity of coal and excessive profiteering in prices are charged to the poor miners fighting for an existence and a mere living.

The president let it be known that he would exert his influence later on to "put teeth" in the transportation law, that is to make it unlawful to strike under any circumstances, and force compulsory arbitration. We believe, however, the American people will not give sanction or approval to any such injustice.

The effects of President Harding's address seemed to stiffen the attitude of the managers, and they postponed for several days their answer to the proposals for a settlement, and this is pending at this writing. Rumors of various kinds are in circulation; some to the effect that the hard-boiled managers are still irreconcilable, and others that all look more favorable to a settlement. While all of our people desire the latter, it might be well not to be too sanguine of the results of the present conference; it may take others to bring about a settlement, but of this the men may feel absolutely assured: a fair settlement will be reached a little later on if they will only sit tight and hold their forces like they have been doing. It was apparent a month ago that the miners had won out, but it took some time for the die-hards to give in, and even now all their districts are not settled, but they are rapidly falling in line.

Conditions are a little different with the shopmen; they must wait and go back as they came out—all together. The men have every reason to feel encouraged at the progress of the strike. Mighty forces are at work in their behalf—the public are with them as never before, the whole labor movement with its millions of members are at their back, and the transportation men are showing in no uncertain way how they stand. Organized farmers are showing their sympathy and support in a most substantial way. Now that the coal strike is settled a tremendous pressure for a settlement of the shopmen's strike will arise so that adequate transportation may be had to get the winter's coal supply to market.

Continue to push the fight, brothers, in every legitimate way. The more effective you make it the quicker will the strike terminate; and rest assured the end will justify the sacrifices that you have made.

RAILROAD MANAGERS USING INSINCERE AND DISHONEST TACTICS.

We hear a great deal in the public press and other sources of propaganda about the solemn promise made by the Railroad managers to the few scrubs left in the shops when the shopmen ceased work on July 1st, and to the riff-raff and bobtails they have since secured, and this is given as their reason for refusing to settle the strike on a basis that would continue the seniority rights of the men on strike. This is a mere subterfuge, for when efforts were being made to avert the strike before it took place the managers took the position that they had nothing to do with the matter, and that if a strike took place it would be against the government, and not themselves, and immediately after the strike was inaugurated they chorused this same flimsy argument until they come to realize that everybody was laughing at them. Their professed promises to these scabs is equally ridiculous, and is only made to hide their responsibility for prolonging this strike and helping to paralyze the industries of the country, as well as endangering the lives of the other employees and the traveling public.

If the strike was not against the managers and they could do nothing to avert the trouble they should not take such highhanded positions and try to impose conditions that no self respecting employee could or would accept. To agree to return to work without seniority rights would be tantamount to acknowledging they were wrong in striking, which every one knows they were not, for when the Labor Board undertook to impose

unjust conditions which they could not accept, the managers were appealed to to help bring about an adjustment of the matter but they refused; President Harding was appealed to and he likewise refused to intervene, therefore there was nothing else for the men to do but accept these unjust conditions or strike, for the law which forced this Board upon the men made no provisions for any appeal from its decisions no matter how rank, so they chose the one course open to them and ceased to work. These men have spent years of their lives in the employ of these roads, to right thinking men this gives them strong claims upon their positions, but the managers would try to assume a preference for the riff-raff they now have and who they know cannot do the work, to those who have spent all their lives in their service. Even during the war they remained on their job when they could have secured more lucrative positions in other lines; at that time the managers who are now talking so loudly against the men were urging the director general of roads to give them better compensation so they might retain their services. They know now they cannot continue to operate the roads without them but at the behests of Wall Street and the "open shoppers" are trying to get them back in a disorganized condition so they might have them at their mercy and work them under condition of industrial slavery.

The managers know it would take them eighteen months to two years to educate the riff-raff they have into doing the ordinary repair work and would cost them hundreds of millions of dollars, and in the meantime traffic would be paralyzed. We are told that coal constitutes about one-third of the tonnage of freight transported by the railroads, since the shopmen's strike has been on, this class of traffic has been a negligible quantity, now however, that the miners are turning out coal there will be a big demand for it all over and the roads will have to meet this demand with a constantly decreasing motive power and equipment. This condition will force them to agree to a just settlement. Seniority for the men on strike is a fundamental principle that cannot be compromised, they must and will fight on until this and their other grievances are conceded. The men want an early settlement but will not sacrifice principles to attain it.

THE UNITED MINE WORKERS GAIN A SIGNAL VICTORY.

A large majority of the coal operators have signed an agreement with the United Mine Workers, renewing the 1921 agreement and wage scale, which will continue until March 31st, 1923, and agrees to a conference to form a new agreement before the expiration of the one just signed. With the mines of the operators, parties to this agreement mining coal, it is confidently expected that in a short time all of the other soft coal operators will fall in line and the present troubles of bituminous coal miners are practically at an end.

Conferences have been renewed for a settlement of the anthracite coal mines strike, which affected about 170,000 men, and it is believed this will be settled satisfactorily too at an early date, in fact quite likely before these lines reach our readers.

Thus will a remarkable struggle of six hundred thousand men extending over a period of nearly five months be ended and a signal victory won by them. As the income of most of these men for the year ending with March last was greatly reduced because of unemployment they must have entered the struggle in more or less bad financial conditions, and the operators and open shoppers confidently expected to starve them into submission long before this time, however, they "reckoned

without their host" and this splendid body of trades unionists withstood the bombardments and assaults of hunger, want, court injunctions, military despotism and all other enemies who assailed them, as did the battle scarred veterans of France before the Fort of Verdun, and like these French heroes, solemnly decided their enemies should not pass and they did not. The coal operators, who are fully organized into a trust and in league with the other open shoppers, deliberately broke their agreement with the miners which provided they would meet and negotiate an agreement before March 31st last, instead they refused to again meet the United Mine Workers as a whole, and decided they would only deal with the men in each state separately and that the check off system in all cases would be discontinued, now after all these months of struggle, which has brought the country to the verge of a coal famine, they come across and renew the agreement they deliberately broke, check-off and all.

As to the check-off system, much has been said against it by the operators, but it is only the voluntary assignment of a small part of the wages of the men, covering their indebtedness to their organization. This system was first inaugurated long years ago by the operators and still used by them, they check off the house rent, and purchases at their commissaries against the wages due the men and all such items are deducted before they draw their pay, and as they use it to its fullest extent, they come with poor grace and less justice in complaining of its use by the men.

We take off our hats to the fighting abilities and sticking qualities of the United Mine Workers and bid them God speed in their efforts for justice and a square deal. May they continue to progress in bringing more sunshine and happiness to their members and their families. Through the dishonesty, cupidity and greed of the operators they have had to suffer the pangs of hunger and want for months, let us hope they will not be called upon to endure such again soon to receive justice and a square deal.

RAILROAD EQUIPMENT RAPIDLY BECOMING DANGEROUS.

Railroad officials continue to loudly claim that their motive power and rolling stock are in good condition, however, a severe jolt was administered to this unwarranted claim recently by Chairman McChord in a report to President Harding as a result of an investigation made by the Inspection Department of the Interstate Commerce Commission, which showed that sixty per cent of the locomotives in use in the roads of the United States were defective thus only forty per cent of the number of engines necessary to haul the traffic of the country were available and these were rapidly deteriorating, therefore the boasted claims of the management were not founded on facts, but made in disregard of actual conditions in order to bolster up their unfair attitude towards their striking shopmen. Anyone conversant with the real facts in the case did not take seriously the claims of these officials as to the condition of the equipment, for they knew that owing to the high pressure of steam carried in the boilers of the modern locomotive, and the constant jolting they are subject to in opening and shutting of throttle, starting and stopping of trains, that leaks are sprung in different parts on each trip made and if these do not receive prompt attention and remedy they rapidly grow worse.

Furthermore, the action and reaction of heating and cooling, of expansion and contraction, of the stresses and strains thrown upon the boilers, develops defects in different parts that must be promptly remedied or else become dangerous; therefore the Federal inspection laws require thor-

ough inspection and testing at stated periods. Once every thirty days the staybolts must be tested, in order to locate and replace broken bolts. This work can only be done by skilled mechanics, trained through years of experience, as they must be guided by sound alone to detect defective bolts.

Once a year every locomotive boiler in use must be internally inspected and subjected to a hydrostatic pressure 25 per cent greater than the working steam pressure. Every time the lagging is removed an external inspection is required and every five years the jacket and all lagging must be removed for this purpose. Then every three years all flues must be removed and the boiler scaled and thoroughly inspected internally. There are several other inspections provided for under the Federal inspection laws and the whole of this work of inspection and testing is placed upon the experienced and expert mechanics in the shops, and as the railroads now have but few, if any, experienced men of this class in their employ, it is ridiculous for the managers to claim they are living up to the requirements of the laws or that the boilers are in a safe condition. They have not had the necessary care since July 1, and at this time must be in an unsafe condition.

The Federal inspectors cannot do this work, for there are only fifty of them, and it would take ten times that number to properly inspect all locomotives according to the requirements of the law; furthermore, as at least half, if not a majority, of the Federal inspectors are men of other trades and not familiar with actual boiler inspecting, they could not perform the work even if there were enough of them. All the laws require of them is to visit the points where inspections are made and view actual conditions, keep track of the records and see that the laws are being complied with. They can do this, however, and if they carry out the purposes of the law a very large part of the locomotives of the country will be put out of commission before they kill and maim large numbers.

STILL TRYING TO SADDLE A SALE TAX ON THE PEOPLE.

A desperate effort is being made to shift the burden of taxation now being borne by the large income receivers to the backs of the consumer, and no stone is being left unturned to accomplish this end. A favorite scheme for putting this over, and one that is favored by the present administration, is to couple it with a soldiers' bonus bill. A large majority of the American people concede the justness of the claim of our soldiers for a bonus—they sacrificed their time while in the army for a mere pittance, they endured the dangers, hardships and sufferings of the battlefield and trenches, and our country owes them something more substantial than praise. However, common justice demands that the largest part of the burden of raising the necessary funds should be borne by these big income receivers, for while they were making hundreds of millions of dollars off the necessities of their country, thousands of miles from the battle line, the masses of the people, who constitute the great bulk of the consumers, were filling the ranks of our armies, raising the necessary supplies to sustain them, bridging the Atlantic with hundreds of ships, and also raising the necessary funds to pay for all this by buying liberty bonds by the hundreds of millions. Therefore, the big income receivers should be made to disgorge enough of their ill gotten millions to provide for most, if not all, of this bonus.

Propaganda of all species and kinds are being circulated trying to put over a sale tax so they may saddle the burden on those least able to bear it; therefore our members should write their congressmen and senators and let them know what the people think of the matter. In another

part of this Journal will be found a blank form for your convenience. Cut this out, sign it and send it to your congressman or senator, or, if you will take the trouble of getting other signatures, paste the blank at the top of a sheet of paper and have it signed below. The method here proposed is to raise funds for the bonus through a progressive inheritance tax.

GOV. MORRISON OF NORTH CAROLINA RECOGNIZES RIGHT TO PEACEFUL PICKETING.

While the Federal courts are issuing injunctions by wholesale against peaceful picketing, as well as a multitude of imaginary or possible evils, and deputy marshals appointed by the thousands to enforce same, it is refreshing to read the proclamation issued by Gov. Cameron Morrison of North Carolina on the rights of peaceful picketing, issued July 21. Here are a few paragraphs of his proclamation:

"The strikers have a right, when they will do so respectfully and in good nature, and without threat or menace, to present their argument to a person about to take their place, and, if such a person agrees with them, to induce him to quit work, or not commence, because a person about to go to work, being a free man and having a right to do so or not to do so, as he pleases, it then follows that a person breaks no valid law who undertakes to persuade another to do that which, he has a legal right to do.

"I will, therefore, request the officer in command of the military forces on duty to permit reasonable sized committees, as long as they will conduct themselves peacefully and respectfully, to present their cause to anybody they may see fit to present it to; but the officers will be directed to disperse all large assemblies brought together for the purpose of overawing and intimidating, by a display of numbers, those who desire to go to work, and to suppress all effort at intimidation and insult of every character calculated to produce a breach of the peace and riotous conditions. Striking laborers have a right to use argument to such extent as they can do so in an orderly way, but they have no right in any manner whatsoever to put a person about to take their place in fear and by manifestations of physical force or through display of numbers or manifestations of violence of any kind to drive him from an exercise of his free will to work when and where he pleases.

"It is the solemn purpose of your governor to cause the military forces of the state to respect the legal right of all persons, and take no part in any peaceful economic battle which the conflicting forces of your counties may engage in, but all must realize that our state is one of law and order, and that the full power of the state should be exercised to suppress any effort to substitute force and intimidation for argument in a controversy in this state."

This is the sanest and most just of any of the opinions of our public officials or judges that has come under our observation for a long time; it speaks in the spirit of the declaration of independence, of the constitution and of the rights of freemen. If our courts and public officials generally would interpret and enforce the laws upon the same plane, there would be a great deal less cause for complaint and the feeling between the different classes of our people would be of a much better nature. Unfair decisions of our courts is bound to bring resentment from those who are unjustly affected by them. The perpetuity of our free institutions depends upon even-handed justice being administered between all our people and the judge or other public official who renders biased and unfair decisions is an enemy of his country.

Being a "Tarheel" himself, the writer understands the spirit of freedom and justice that prevails among the people of the "Old North State," and while we were gratified, we were not surprised at the justness of Governor Morrison's proclamation.

LABOR DAY PARADES THIS YEAR SHOULD BE LARGEST YET HELD

With the large number of men on strike throughout the country, fighting for a living wage as well as their very existence, every union man and woman owe it to themselves and the movement to loyally participate in the Labor Day parade in their town or city. We hear a great deal from our enemies about the loss of membership in the trade union movement, and we should turn out in full force and refute this statement most effectively. Furthermore, in view of the venomous fight being

waged by the open-shoppers to destroy organized labor, it would be appropriate to invite the organized farmers to join in these parades; furthermore, there are in most communities numbers of others of various callings who, while not members, are in full sympathy with us and they, too, might be invited. This would apply with especial force to women wage earners.

Let everyone do his full duty by being in line, so that the public and our enemies may visualize the staunch unity and far-reaching importance of the movement—that, numbers most effectively will show.

BRO. J. A. GOFF, BUSINESS AGENT SANTA FE SYSTEM, DIES SUDDENLY.

On the 30th of July a wire was received at Headquarters announcing the sudden death of Bro. James A. Goff, Business Agent of District Lodge 14 of the Santa Fe System, at his home in Cleburne, Texas, from congestion of the lungs. While we have not the full particulars as to his illness, we believe he was only ill for a short time, as he was busy in looking after the affairs of the District, which has been particularly arduous since the inauguration of the shopmen's strike, and no doubt this added worry aggravated his ailment and hastened his death.

Bro. Goff was an able and hardworking official and in his death District Lodge 14 and our Brotherhood suffered a distinct loss, and while it would be regrettable at any time, it was especially so at this time, while all of the members of his District, in company of all of the other shopmen throughout the country, were on strike.

Bro. Goff's funeral took place in Cleburne on Aug. 1, and we are told it was one of the largest ever held in that city. He is survived by his wife and daughter, and the Journal joins his legion of friends in extending to them sincere sympathy in their affliction. May he rest in peace.

BRO. HARRY GERST MURDERED WITHOUT PROVOCATION.

Bro. Harry Gerst of Cape Girardeau, Mo., and nephew of Mrs. William Atkinson, wife of Assistant President Atkinson, was brutally shot and killed by a restaurant proprietor of Cape Girardeau, without provocation or cause, on the public streets of that city, July 15. It seems that Bro. Gerst and two friends were standing on a street corner near this restaurant talking, and this restaurant keeper, whose name is Jim Gill, came out of his place and ordered them away. This they refused to do and he whipped out a gun and shot Bro. Gerst several times, killing him instantly.

Bro. Gerst served his time as a boilermaker apprentice at the Frisco Shops at Cape Girardeau and had been working for the Milwaukee Railroad at Savanna, Ill., and Galewood for the past three or four years, and came out on strike July 1 and returned to Cape Girardeau to stay with his mother during the strike.

Bro. Gerst was highly esteemed by all who knew him, and they were no doubt, shocked to learn of his untimely death. The funeral took place from his mother's home in Cape Girardeau, followed by a large concourse of friends and relatives. The Journal joins in extending sincere sympathy to the members of the family in their bereavement. May he rest in peace.

INTERNATIONAL REPRESENTATIVE SAUSE BADLY INJURED.

Word reached headquarters the first of last month that Bro. James G. Sause, one of the International Representatives of our Brotherhood,

had been found alongside of the railroad near Middletown, N. Y., horribly wounded; his skull was crushed, as was also his right foot, the latter being partly amputated. He is in the hospital at Middletown hovering between life and death.

Complete mystery surrounds the matter. Bro. Sause has been unconscious since found and only uttered a few incoherent words that throw no light on the matter. It seems he was on an O. & W. train bound for Norwich, N. Y. A ticket was found on his person, and his baggage was found on the train and later returned. One theory is that he was slugged by strike-breakers on the train and thrown from it while in motion, but it seems this is not fully borne out by the circumstances surrounding the case, and as no one is found who witnessed the accident, it remains a mystery. We hope Bro. Sause will rally and be returned to his good health again. In the meantime sincere sympathy is extended to his wife, who is with him ministering to his wants.

MEXICAN UNIONISTS HOLD DEMONSTRATION IN SYMPATHY WITH R. R. SHOPMEN.

A fine spirit of unity and sympathy was displayed by our fellow trades unionists of Mexico on August 1, when in most of the cities and towns they ceased work at 10 o'clock in the morning, held parades in order to show their sympathy and support of the striking shopmen in the United States. In order to do this they had to sacrifice two hours' work, and coming so heartily and spontaneously, it is bound to be the more appreciated by the striking shopmen and the trades unionists of the country generally.

On July 1 we were answering a communication from Bro. Manuel I. Ortega, who is an official of the Mexican Organization of Boiler Makers, and informed him of this strike and requested that they endeavor to prevent any of their members taking positions on any of the struck roads, and refrain from doing repairs from them. In a short time we received a copy of a proclamation issued by their Executive Council and sent to all their lodges forbidding any of their members accepting positions here or making repairs on equipment sent there. This is another strong manifestation of their good will and will draw the men of the two countries closer together in the years to come.

TECHNICAL ARTICLE ON LAYING OUT WORK.

With this issue we commence a series of articles on laying out a modern locomotive boiler. The series will consist of twelve articles. They have been prepared by a skillful and experienced hand and if they are studied carefully and instructions followed in laying out the different parts to a smaller scale, no doubt they will be found of great benefit to those interested in this work, and their knowledge of reading drawings and laying out work greatly enlarged.

The drawings should be studied carefully first, then read the instructions and compare each point mentioned, then with drawing board and instruments proceed to lay out each part to a scale of say one and a half inches to a foot. Cut this out and put them together to see if they come right. If they do not, start over again carefully, and mistakes will likely be found and rectified. Perseverance will lead to success. Be sure to keep each copy of the Journal in which these articles appear, for it will be necessary to refer to them from time to time, and they will be found useful for future reference.

RAILROAD EMPLOYEES LOSE A GOOD FRIEND BY DEATH.

In the death of Glen E. Plumb, which occurred in Washington, D. C., on the 1st of last month, railroad employes, as well as organized labor generally, lost an able and brilliant advocate and friend. He was the author of the plan for the democratic operation of railroads which bears his name, the outstanding feature of which provided for joint operation and control of the roads by the employers, employes and the public. This plan has received the endorsement of practically all railroad employes, the A. F. of L. and a large part of the public.

Mr. Plumb was sick for a long time. Some say it was due to over-exertion and strain in campaigning in behalf of the Plumb Plan League. Owing to physical conditions his circulation became bad and this caused an inflammation of one of his limbs and this was amputated some time before his death in an effort to restore him to health, but it did not accomplish the desired result and he gradually grew worse until death came.

He was a man of much ability and had a vast amount of experience in connection with the management, operation and control of railroads, and he drew from this reservoir of experience and wisdom in drawing up his plan for the democratic control and operation of our railroads, which would solve many of the serious problems that now confront the American people. While he did not live to see his plan put into practice, we believe it will be inaugurated in the years to come, for the dishonest method of Wall Street interests in running them for profits has created an impossible condition that must give way to a more honest and efficient one, and no other plan has so far been advanced with half the merit of the Plumb Plan.

CORRESPONDENTS MUST SIGN THEIR COMMUNICATIONS.

We are in receipt of unsigned communications which we will be unable to publish, as it is against the laws and principles of journalism to do so. All communications should bear the name and address of the author, and those intended for publication must conform to this rule as an evidence of good faith. Their name will be withheld upon request, and a "non de plume" used if they desire. The contents of the articles referred to were not objectionable and we fail to understand why the writers did not attach their signatures. However, this rule cannot be deviated from in any case, and if those writing do not wish to sign articles they may as well save postage by not forwarding them. The responsibility for what goes in the Journal rests upon the Editor and he must know the names of the authors of all communications published. Therefore, we hope all will conform to this rule in the future.

A CORRECTION.

In the August issue we mentioned the merits of a booklet issued by Bowers & Buehler of Tiffin, Ohio, on the subject of "The Closed Union Is Justifiable," and stated this book sold for 20 cents. We are in receipt of a communication from the above firm stating this was an error and that the price of single copies is 40 cents. We gladly make the correction and hope all will be governed accordingly. The merits of this book have received favorable comment from many excellent sources and it is well worth reading.

THE TRUTH OF INDUSTRIAL QUESTIONS.

The hope of the American labor movement is in establishing the truth of industrial questions in the manner, but on a much larger scale, that this work is now being

done by LABOR, the Washington weekly newspaper of the organized railroad workers. We do not believe thinking workmen will question the correctness of this statement.

The almost complete dependence of the working people of the country upon contaminated, controlled and hostile news sources for their information of great moment to them has been repeatedly emphasized in these columns.

The editing and publishing of newspapers is now a great commercial business. With a very few exceptions that merely prove the rule, our press is a gigantic money-making machine. Everything is subordinate to the counting room. When it is necessary to offer truth a sacrifice to Mammon, truth is sacrificed.

This is not said as a criticism, but as a candid, indisputable statement of fact.

It requires vast sums of money to operate successfully, under conditions imposed upon publishers, a newspaper that will appeal to the reading tastes of the public. Circulations do not meet this demand. Income must be obtained from advertisements, and advertisements must come from large business institutions.

Either that or direct subsidy to newspapers from interests that seek to dominate their columns.

The result is that editors inevitably and perhaps unconsciously reflect, in editorial discussion and the presentation of news, the viewpoint of Big Business.

That is the antithesis of the viewpoint of the workers. And that explains briefly why the cause of the worker is being misrepresented and maligned.

It is with full recognition of this situation that the editor of the Journal has earnestly and consistently advocated support of LABOR, maintained by railroad workers that they may not be absolutely voiceless.

The judgment of railroad workers in providing a means of communication has been fully justified in the recent strike. No matter how much the strikers' case might be misrepresented, LABOR each week gave the facts, and thus assisted materially in sustaining the fine solidarity that was at all times in evidence.

LABOR has now the largest circulation of any weekly newspaper in the world. It is self-sustaining. Were a large circulation and financial independence the sole objectives, it would be unnecessary to make any appeals for further support.

But there is another and vastly more important object in view. LABOR is intended to be helpful to the workers. It exists solely through them and for them. It seeks to be of the greatest possible assistance to the workers in their struggles.

The good that it can do is limited only by its opportunity to deliver its weekly message. If it had a million circulation it would be an invincible force for good.

It must be clear to workers by this time that they are safe only when they are self-contained. They cannot rely upon outside influences, no matter how well-intentioned they may be. This was recently illustrated in a manner painful to the workers.

An independent newspaper published in a Pennsylvania city had been friendly to the workers, presenting their cause with fearlessness and fairness. That irritated the Pennsylvania railroad. When it could not change the paper's policies, it had it taken over by friendly interests. When the workers' relations with the railroad reached a critical stage the newspaper that theretofore had been fair and friendly became bitterly unfair and venomous in its assaults upon labor. The workers were deprived of a friendly spokesman when it most needed honest publicity.

So, the workers must build up their own press and support it without stint. In that way only can they feel they are safe.

The workers of this country are manifesting awakened economic and political consciousness. They more and more are coming to a realization that they must assume a larger share in political determination than ever before. We exist under a political government, theoretically in control of all the people, but actually dominated by a minority that seeks to subvert it to its own mean ends. That its efforts are not in vain is being demonstrated completely and overwhelmingly in the strike of shopmen and miners, when all the power and force of government is being arrayed against the workers and on the side of employers, who heartlessly seek to degrade and enslave men.

The workers are going to change conditions, and they will complete the job just as soon as there is developed the necessary solidarity. That will come of correct information.

LABOR, therefore, should be read by every railroad worker, by workers in all industries.

The election campaigns now being fought out in every state will have a lasting influence upon the workers' future. They can take a long step toward emancipation by effective and properly led effort. LABOR will be of inestimable value in showing the way. It is, therefore, the duty of those who properly appraise the situation to get busy without delay and put in the possession of every worker the instrument that

will make them capable fighters for social and industrial justice through a truly representative and responsive government.

It is as true now as ever that when we know the truth we shall be free.

QUOTATIONS.

No action will be considered as blameless unless the will was so, for by the will the act was dictated.—Seneca.

"My will, not thine, be done," turned Paradise into a desert. "Thy will, not mine, be done," turned the desert into Paradise, and made Gethsemane the gate of heaven.—Pressense.

The doorstep to the temple of wisdom is a knowledge of our own ignorance.—Spurgeon.

He is a wise man who does not grieve for the things which he has not, but rejoices for those which he has.—Epictetus.

Work was made for man, and not man for work. Work is man's servant, both in its results to the worker and the world. Man is not work's servant, save as an almost universal perversion has made him such.—J. G. Holland.

As a rule, he fights well who has wrongs to redress; but vastly better fights he who, with wrongs as a spur, has also steadily before him a glorious result in prospect—a result in which he can discern balm for wounds, compensation for valor, remembrance and gratitude in the event of death.—Lew Wallace.

It is the nature of tyranny and rapacity never to learn moderation from ill success of first oppressions; on the contrary, all oppressors, all men thinking highly of the methods dictated by their nature, attribute the frustration of their desires to the want of sufficient rigor.—Burke.

A spark is a molecule of matter, yet it may kindle the world; vast is the mighty ocean, but drops have made it vast. Despise not thou small things, either for evil or for good, for a look may work thy ruin, or a word create thy wealth.—Tupper.

The great highroad of human welfare lies along the old highway of steadfast well-doing; and they who are the most persistent, and work in the truest spirit, will invariably be the most successful; success treads on the heels of every right effort.—Samuel Smiles.

Enslave a man and you destroy his ambitions, his enterprise, his capacity. In the constitution of human nature the desire of bettering one's condition is the mainspring of effort. The first touch of slavery snaps this spring.—Horace Mann.

Though reading and conversation may furnish us with many ideas of men and things, yet it is our own meditation must form our judgement.—Dr. S. Watts.

Patriotism is a blind and irrational impulse unless it is founded on a knowledge of the blessings we are called to secure and the privileges we propose to defend.—Robert Hall.

STRIKES NOW IN FORCE.

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)
 Rochester Tank & Boiler Works, Rochester, N. Y. (Unfair.)
 Billberg Boiler Works, Houston, Texas. (Strike on.)
 Filupso Oil Works, Franklin, Pa. (Unfair.)
 The Lucey Mfg. Co., Chattanooga, Tenn. (Strike on.)
 Morse Bros. Mach. & Supply Co., Denver, Colo. (Unfair.)
 Cramps Ship Yards, Philadelphia, Pa. (Strike on.)
 Ajax Boiler Works, Denver, Colo. (Unfair.)
 S. F. Bowers & Co., Fort Wayne, Ind. (Unfair.)
 Provo Foundry and Mach. Co., Portland, Me. (Strike.)
 Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)
 Ritter-Conley Co., at Paragon Oil Co., Toledo, O. (Strike on.)
 Mathlisan Alkali Works, Saltville, Va. (Strike on.)
 Lebanon Boiler Works, Lebanon, Pa. (Unfair.)
 McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)
 Atlanta, Birmingham & Atlantic R. R. (Federated strike on.)
 Missouri & North Arkansas Ry. (Federated strike on.)
 Minneapolis Threshing Machine Co., Hopkins, Minnesota. (Strike on.)
 Cosden Refining Co., Tulsa, Okla. (Lockout.)
 Higgins Bros., Bayonne, N. J. (Unfair.)

Petroleum Iron Works, Port of New York. (Unfair.)
 Wm. P. Copping Contract Ship & Tank Works, New Orleans, La. (Unfair.)
 Vulcan Iron Works, Wilkes Barre, Pa. (Strike on.)
 Wilmington Iron Works, Wilmington, N. C. (Unfair.)
 Wilson Bros., Hoboken, N. J. (Unfair.)
 Salt Lake Boiler & Sheet Iron Works, Salt Lake City, Utah. (Unfair.)
 J. D. Cousins Boiler Works, Buffalo, N. Y. (Unfair.)
 Lake Erie Boiler Works, Buffalo, N. Y. (Unfair.)
 W. K. Henderson Machine Foundry & Boiler Works, Shreveport, La. (Unfair.)
 Petroleum Iron Works (Unfair to our members Port of New York.)
 Dominion Shipbuilding Yard, Toronto, Ont., Can. (Strike on) on work being done by the Collingwood Shipbuilding Co., for Dominion Government.
 The Berkley Machine Works, Inc., Norfolk, Va. (Unfair.)
 The Liberty Iron & Wire Works, Norfolk, Va. (Unfair.)
 Rushton Foundry & Machine Co., Alexandria, La. (Unfair.)
 The Rakoff Boiler & Tank Works, Memphis, Tenn. (unfair.)
 Johnson Iron Works, Omaha, Neb. (Unfair.)

International Officers' and Organizers' Reports

REPORT OF ASSISTANT PRESIDENT ATKINSON.

THE SHOPMEN'S STRIKE.

By William Atkinson, Assistant President.

By the time this article gets into the hands of our members, the greatest railroad strike of shopmen in the history of this country will have entered its third month unless the railroad executives and the government show a great deal more interest in honest dealing with the railroad workers than has been displayed to date.

I am writing this article from the headquarters of the strike in order that the members all over the United States and Canada may know that the spirit of the members involved in this strike is wonderful and the members are more determined than they were on July 1st to remain on strike until a satisfactory and honorable settlement has been agreed upon. I am reading the strike bulletins from every strike center in the United States and talking with members fresh from the firing line. The information I am receiving is that the members are fighting better than at any time since they suspended work and that nowhere is there the slightest sign of weakness.

In my many years of experience as a member and officer of our Brotherhood, having worked on many of the railroads in the United States and other countries, also having participated in many large strikes, I have never been in one where the members involved have put up such a united front and maintained such an excellent spirit as is displayed in this strike.

Today the shop crafts are fighting side by side, anxious only for victory for the shop employes of the United States. The members of the Transportation Brotherhoods are cooperating as they never have cooperated before. They are refusing to do work formerly performed by the striking shopmen. They care enough for their rights as free men to refuse to work under the guns of the soldiers and private thugs engaged by the carriers to protect the handful of scabs thus far recruited. They are refusing to take out defective engines which would endanger their own lives, as well as those of the passengers entrusted to them.

Realizing that the fight the shopmen are putting up is also the fight of other groups of railroad workers, the chief executives of the transportation organizations are appealing to their members to donate one day's pay per month to the striking shopmen until an honorable settlement has been reached. Financial assistance means a great deal to our cause. No less heartening is the assurance that back of these contributions is the conviction that our cause is just and will triumph. The introduction of the seniority issue by the railroads through adoption of

the July 3rd "outlaw" resolution by the United States Railroad Labor Board, has brought home to every brotherhood man the realization that if the shopmen lose out the brotherhoods will suffer the same fate. Seniority is highly prized by the transportation men and they will fight to the last to preserve it.

Speaking of outside support, there never was a strike which aroused more public support for the strikers than this one. Despite all the vaporings of clever propagandists in the pay of the carriers and the broadsides of high public officials who have tried to poison the minds of the public with that propaganda, the great body of the American people is in sympathy with our fight. Resolutions signed by business men, preachers and farmers, which denounce the United States Railroad Labor Board and the carriers for their unwarranted campaign against the shopmen, are coming in to our headquarters from every section of the country. Local strike committees report donations of food and money from these sources. In many towns it is impossible for a scab to get a shave or a haircut or even a meal, so hostile is the community to the creature who would deprive decent, law-abiding citizens of their livelihood.

That is the way the strike stands today.

It is up to every striker to see that the fight continues to be conducted in the same spirit so that we emerge with clean hands and the same widespread support we now enjoy.

Solicit that support and give sympathizers an opportunity to assist our fight by visiting local lodges and central bodies in order to tell the members of those organizations the story of the shopmen's strike. Everything possible should be done to raise finances locally. I suggest that dances be arranged, also ball games, ice cream socials and any other entertainment which will give you an opportunity to enlist the support of the public for the assistance of our needy brothers.

Leave no stone unturned to hasten the day of victory.

Remember that this is a fight for your self-respect as a worker, for wages that will enable you and your family to get the food and clothing they must have to live decently and for a halt to the practise of squeezing the life blood out of the nation's producers to swell the profits of the privileged few.

If you fall down on your job and the rest of the brothers lose heart you will go back to the shops like sheep. The wage cut which the roads prepared to put in force July 1 will be followed by other cuts and still more cuts until you will receive the wages of Chinese coolies. Your hours will be lengthened to those of the 12-hour day, unorganized steel workers. You will be spied

upon and the slave who dares sigh for a labor union to help the rest of the slaves out of their servitude will be dismissed and hounded from shop to shop.

This is not idle talk. That is the kind of worker the autocrats of railroading like "General" Atterbury hopes to introduce in this country.

I trust no members involved in this strike will become discouraged by reading the daily budget of lies prepared by newspaper agents of the carriers. Remember what defeat means and plunge into the battle with renewed vigor.

A few more weeks of stiff fighting and the carriers will be ready to settle, in my opinion. You will know that you retain your right as a worker and citizen and that your children will enjoy as good and better working conditions than you enjoyed. You will have taught the carriers and the meddling United States Railroad Labor Board a lesson they will not soon forget and they will hesitate long before they again try to reduce you to serfdom.

Beware of the paid emissaries of the company who come among you and attend meetings for no other reason than to discourage you by telling you that this strike is lost. "This is no time for summer soldiers and sunshine patriots" wrote Tom Paine in a flaming message to the hungry, naked soldiers at Valley Forge in the darkest days of the struggle for independence. Things are not in the least dark for the striking railroad shopmen and I might parody Paine and say "this is no time for milk fed trade unionists and war baby laborites. The members who know the power of united action in defense of their homes, jobs and a living wage are the boys who will bring home the bacon. I am as sure of victory as I am sure that dawn follows darkness."

Trusting that each and every member of our brotherhood will do his full duty in a lawful way to assist in winning this strike, I am,

Yours fraternally,

WM. N. ATKINSON,
Assistant President.

REPORT OF INTERNATIONAL VICE-PRESIDENT NOLAN.

Portsmouth, Va.

Dear Sir and Brother:

I have failed to submit my report for June in our official Journal because of nation-wide strike, and the large number of local, federated and public meetings to attend that it was impossible to make any report that would be of interest to the membership as a whole. But at this time I desire to report that the railway shop crafts on strike at all points that I have visited are almost 100 per cent on the job; namely, Seaboard Air Line Federation regular and public meetings at Portsmouth, Va.; Pinners Point, Va., local, federation, regular and public meetings; Norfolk Southern Railway local and public meetings; Richmond, Va., federated meetings of strikers, representing the Southern Railway, C. & O. Railway; also Seaboard and Atlantic Coast Line Railroads, Victoria, Va., federated meeting; Virginian Railway and Rocky Mount, N. C., public meeting, and because of the number of federated and public meetings at points mentioned above, it seemed impossible to report in the official Journal—only to the International Office as a matter of record.

Nevertheless, I am some pleased to report at this time that the railroad shop crafts on strike at the above mentioned points are almost 100 per cent on the job at all meetings I attended and complying with orders of strike executive boards, although at some points they are confronted with National Guards and Federal Courts' restraining orders, trying to block the peaceful and orderly manner of carrying on the strike in accordance with the constitutional law as enacted by the congress of the United States. In the face of that policy the railway shop crafts are "Johnny on the spot" and are marching right along to industrial victory, after which justice will be

supreme in the interest of all the American people and not an aggregation whose object it is to crush the morale of the railway workers as well as the organization which they are trying to defend, and will defend now and in the future against a few American "Kaisers" who are trying to control the commercial and financial future of the American people. Will they succeed in their un-American and unholy purpose? The railroad shop crafts answer "No!"—standing right up like a stone wall in defense of the high ideals of American home life which they are entitled to, and nothing else will they accept, for that declaration has gone forth from the Atlantic to the Pacific. Free-men we are, and not industrial slaves.

In concluding this short report, there are hundreds of thousands of railway shop craftsmen and others now on strike and, the American people must surely understand, that present strike was caused because of unfair decisions of the U. S. Labor Board, upsetting working conditions that the railway shop crafts have had for years, as well as reductions in wages which were unjust at this time, because of the living conditions that now confront the railway workers of the country. The men in the railroad shops must be clothed and they and their families must get a decent living as well as educate their children in order that they may be in a position to successfully handle the many problems that will confront them in the future. Further, it will take some board to declare and make good that so-called famous declaration that American workmen in the railroad shops of America were "outlaws." Thousands of that class and type of men crossed the briny deep to make the world safe for democracy. Oh, yes, perhaps democracy is safe in some countries in Europe.

What about America where the seed of democracy was planted by the best blood of the American people? Yet we find thousands of workmen thrown out in the streets—old employees of railroad companies in the shops—while all kinds of repairs were needed to the motive power, work was farmed out and for one purpose only—to destroy the railway shop organizations, reduce wages and lengthen the hours of labor. This is sure democracy with a vengeance!

The battle royal is on, and will keep on under the leadership of Burt Jewell and his Executive Council, all of whom are well trained and understand the labor movement from A to Z. It is worth-while to continue the fight so that justice may be permanent and democracy safe in Uncle Sam's dominions.

Hoping for ultimate success and victory, I am, yours truly and fraternally, Thos. Nolan, International Vice-President.

REPORT OF INTERNATIONAL VICE-PRESIDENT JOSEPH P. RYAN.

(Period July 16th to August 15th, 1922, Inclusive.)

CHICAGO STRIKE AREA.

Chicago, Ill., Aug. 15, 1922.

Since reporting July 15 for the August Journal my entire time has been devoted to the strike situation in Chicago and its adjacent railroad territory. I am pleased to report that everywhere the spirit is the same, our men are determined to fight it out until they secure proper recognition before the U. S. Labor Board and until the management is ready and willing to **COME CLEAN**.

For the period from July 16th to date, August 15th, 1922, it has been my pleasure to address the following meetings: Illinois Central, 4; Grand Trunk, 1; Pullman Employees, 1; Elgin, Joliet & Eastern (Joliet, Ill.), 1; Rock Island, 2; New York Central, 1; Chicago & Alton, 1; Belt-Chicago Junction, Western Indiana, Wabash, B. & O. Clt. Railways, 4; Chicago & Eastern Illinois, 1; Chicago Northwestern, 1; Erie (mass meeting), 1; Pennsylvania, 1; and a regular meeting of (Contract) Lodge No. 1—a total of 20 meetings.

Litigation.

Taking into consideration the fact that there are approximately 100,000 members of all shop trades on strike in the Chicago district, we have had a most remarkable record for arrests and prosecution in the Police Courts. The writer has personally observed this angle of the strike since July 1st, 1922, and I am pleased to report that we have had comparatively few arrests and in nearly every instance the evidence in the case resulted in dismissal or in the signing of peace bonds. In what few cases of arrest that resulted, it has been our policy to immediately bring about the release of the pickets by furnishing the required bonds for their appearance in court.

Injunctions.

The Santa Fe, Alton, Burlington, Northwestern, Illinois Central, Nickel Plate, Chicago & Eastern Illinois, New York Central Railroads have all secured federal injunctions to date and every effort to bring about arrests for alleged violations thereof have been attempted. I am pleased to report that up to date, August 15, 1922, the total number of strikers taken into custody for contempt of court can be counted on your two hands. In such cases as did result in arrest every effort has been made to secure

the release of the members involved on bond and they are being defended in court satisfactorily.

Desertions.

I am pleased to report that, notwithstanding reports to the contrary, the men of all crafts inclusive of the firemen and oilers (white and colored), have stood loyally by the railway employees department and will remain on strike until a satisfactory adjustment of the present nation-wide controversy is brought about in an honorable and businesslike manner and method.

Meetings.

Twenty-seven strike meetings, most of them meeting daily (inclusive of Gary and Hammond, Indiana, and Kankakee and Joliet, Ill.) has furnished us plenty of territory to properly cover with regard to speakers and I am pleased to report that the crew of speakers assigned to the Chicago district and surrounding territory have ably taken care of all requests.

Co-Operation.

Throughout the entire strike period, July 1st to August 15th, 1922, I am pleased to report that co-operation between the Railway Employees Department, System and Local Federations and kindred labor unions has been splendid. As a result of this the strike situation has been continually handled in a most satisfactory manner.

Appreciation.

I take this opportunity to thank the many officers and members who have so loyally and faithfully co-operated with me in connection with my various duties during the strike period and I trust I shall have your continued and undivided support. As for our prospects, the future is unusually favorable for a speedy settlement and in the meantime let us all put our best into this fight in order that our victory may be that much more sweet and satisfactory.

Passing of Jim Goff.

On July 30th, there passed into the Great Beyond one of our staunchest trade unionists from the railroad field, Bro. James A. Goff, business agent of District Lodge No. 14, Santa Fe Railway System, Chairman of the Board of Business Agents on the Santa Fe lines and an Executive Officer of Division No. 1 of the Railway Employees Depart-

ment of the American Federation of Labor, following a short illness which resulted in his death at his home, 1121 East James Street, Cleburne, Texas.

Although "Big Jim," as he was familiarly called by all of the shop trades men who knew him, was one of the younger shop trades representatives, he had won his spurs on the Santa Fe Railway System and many of the concessions secured in conference for the men on the Santa Fe were the

result of his tenacity and progressiveness. Division No. 1, System Federation No. 97, District Lodge No. 14 and Subordinate Lodge No. 217 of our Brotherhood have lost a true and tried brother and friend, his family a beloved husband and father, and all of us, a staunch friend. May eternal light shine upon him and his soul rest in peace. Fraternally and respectfully submitted, Jos. P. Ryan, International Vice-President, 7533 Vernon Ave., Chicago, Ill.

Correspondence

New Orleans, La.

Dear Sir and Bro.:

No doubt you will be surprised to hear from me, but nevertheless I have snatched time to drop you a few lines and let you know how we are making out in the great railroad strike at New Orleans, La. We have the Texas & Pacific, Louisiana Railway Navigation Co., Public Belt Railroad, and Southern Railway Company practically tied up—only general foreman, car foreman and round house foreman on job. The Louisville & Nashville, Southern Pacific and Illinois Central has a few scabs on the job, but we are getting them out every day and things looks mighty good for us at this point. I don't think we have lost a man. We have had lots of trouble with the police, but I have that straightened out now. I have quite a job on my shoulders, General Chairman of the Public Belt, Louisiana Navigation Co., and Southern Railway Federation, meeting every day, and General Joint Chairman of the General Advisory Board meeting about three times a week. I have the situation well in hand. We have injunctions on the I. C., L. & N., T. & P. and S. P. at this point—have to watch our step, but we have them on the run anyway.

Well, let me tell you about our mass meeting at Lafayette Square on July 21, 1922. About 10,000 or more of our best citizens present. Meeting opened up promptly at 8:00 p. m. The band played the Star Spangled Banner. Invocation was by Rev. Michael J. Kenny, Regent Layola Law School. Address by Joseph T. Shea, Gen. Chairman Joint Advisory Board. Address by David Marcusy, President Central Trades and Labor Council. Address by Bro. Henry J. Cox, member of State Legislature. Address by Bro. J. L. Reilly, member of State Legislature. Address by Bro. Patrick Elliot, I. C. R. R. Federation. Address by R. A. Frost of the Railroad Clerks Union. Address by John F. Bowen, State Legislative Rep. R. R. Trainmen. Address by Wm. Winters, President of Metal Trades Council. Address by B. J. Waugh, Secretary of State Federation of Oklahoma. Address by A. Blom, President of Crescent City Lodge, B. R. C. of A. Address by James LeBlanc, ex-

Business Agent B. M. Union No. 37. Address by John F. Banville, President Brewery Workers No. 215. Benediction, Rev. Wm. Reese, Labor Chaplain.

You can readily see we had a splendid program. It wound up with the band playing America. We then formed into line, men and women, with the band and old glory in front of us, we serenaded the different newspaper offices, passed into Canal street and disbanded at Rampart and Canal streets. It was a glorious night for organized labor in New Orleans and one that will be remembered for many a day. We have had conferences with the mayor and Commission Council; also chief of police, and have gotten excellent results. We expect to meet the Association of Commerce, Board of Trade and Board of Health in the near future. Enclosed you will find one of the many dodgers gotten out by us.

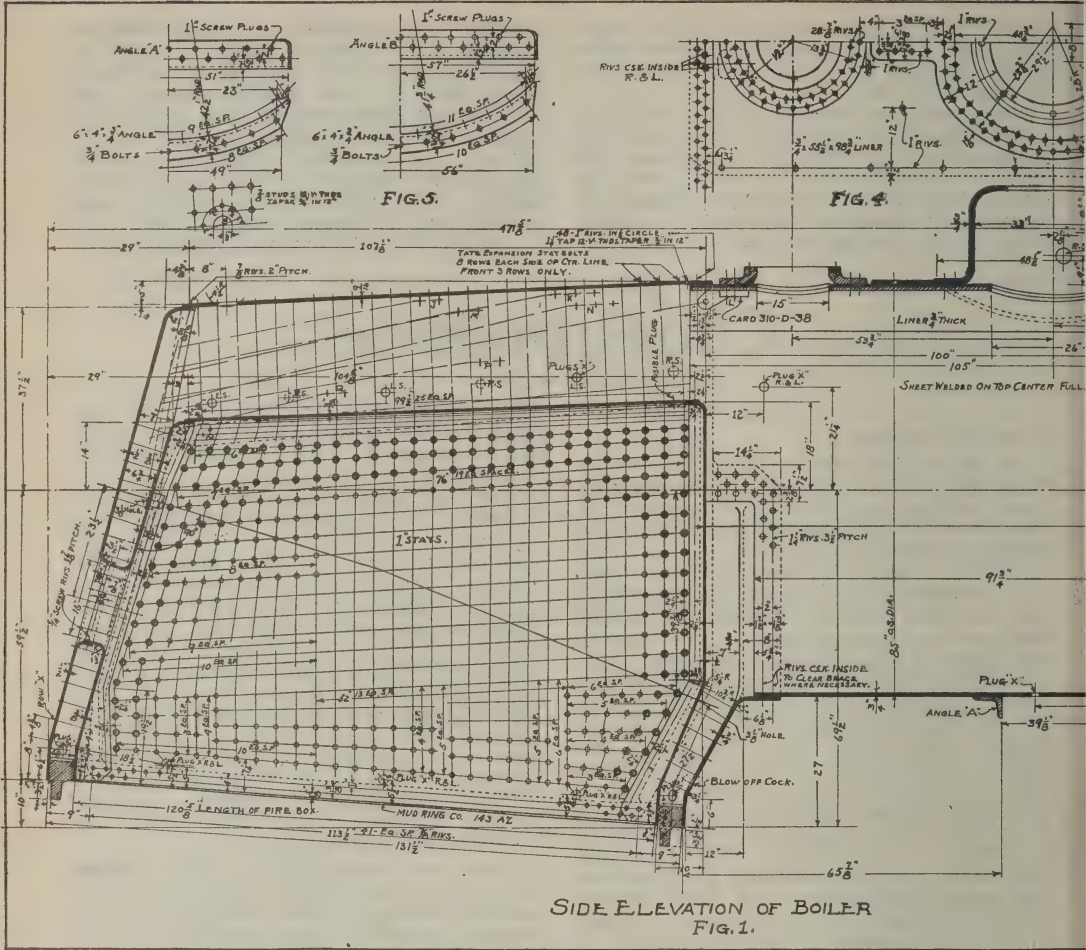
Now, I am about all in, working sixteen to twenty hours a day. I want you to remember me to Franklin, Nolan, Ryan, Atkinson, Schmith, Coots, and last, but by no means least, yourself and family. I tender my very best wishes for long life and happiness. With God Almighty's will, may success come to our banner. We are as firm as the rock of Gibraltar. Your friend, Joseph T. Shea.

Baltimore, Md.

Dear Sir & Bro.:

The time has come when all good men should take themselves, their wives and their children in front of the old frame mirror and look themselves in the eyes and ask themselves this question: Are we going to submit to the tyranny of the big moneyed interests via the U. S. Labor Board? I, for one, have done that very thing, and I answer "No, a thousand times no." We fought Germany to wipe out militarism, but in my estimation the real things we fought against were German tyranny, German Kultur, German industrial efficiency which had trapped mankind into a soulless machine-man, promiseless future for human beings; the German plan of cutting all men and women by die patterns; the German sup-

(Continued on page 416.)



SIDE ELEVATION OF BOILER
FIG. 1.

LAYING OUT

Technical Article

LOCOMOTIVE BOILER LAYOUT.

By O. W. Kothe.

A steam boiler is a very small vessel for boiling the amount of water necessary to be converted into live steam, for the vast quantities required. But still we know the supply is met and therefore the boiler does the work. The locomotive boiler is especially subjected to extraordinary abuses—such as straining by over-loads, jerking back and forth, rough tracks, summer's heat and winter's frost, changeable feed waters, fuels and methods of handling by different engineers, firemen and repair men. Each item in itself is often an abuse that is very destructive, and from the many of these abuses continually inflicted on a boiler, we

must conclude that the locomotive boiler is indeed a marvelous vessel of construction.

A knowledge of its design and general layout is quite essential for the boilermaker, so in our drawing, Fig. 1, we have the sectional side elevation of a standard locomotive boiler. This boiler was secured through the courtesy of the Lima Locomotive Manufacturers, some time ago. Additional details of this boiler will be shown from time to time, together with certain laying out features, as well as designs or parts from other manufacturers, mainly of the Baldwin Locomotive Company. This is for instruc-

derstand, your eye will not see, nor can your hand make the thing not clearly engraved in your mind. That is, your mind cannot boss your eye to supervise or your hand to manufacture all those things not mentally clear to you.

For this reason a practical drawing study is the first, the safest and quickest method of reading drawings. It unfolds your mental powers, it develops your analyzing ability, it causes you to reflect into the exact mental attitude of the engineer who designed the work. In this way you correctly interpret the exact intention of the designer. Here we see the drawings are nothing else but a mental transference of projected ideas. A mind that is vague and hazy on drawings lives under the perpetual anxiety of possible mistakes creeping in, and not only this; but in its doubtful attitude it sort of blinds itself into wrong conceptions of a design and here the mind being so riveted on a few outstanding details, it entirely overlooks the really important ones. Hence this is the reason for error, costly mistakes and even a ruined reputation.

The disadvantages to this first method of learning drawing is (a) a feeling of embarrassment in being compelled to take up outside schooling again, (b) the expense that goes with such a schooling cannot readily be afforded, (c) a natural reluctance to sit down and study. It is this latter factor that really prevents the great rank and file from becoming masters of their trade. It is only this latter (c) application applied in earnest that mentally develops the brain—that hastens experience—that gives a person perspective rather than just those narrow confines in which a mechanic performs his daily routine work.

2. The next method of learning plan reading is by visiting all the shops in town; borrow all the blue prints from time to time you can. Study these blue prints, draw them over, and actually make the article designed out of light tin or card board paper. This method is practically the same as the above method, in that you must do drawing, hard mental labors, and try out what you are drawing. This form of learning to read plans will take a person somewhat longer to master than the first method; for the reason that you just do copy work. You do not analyze each detail separately. That still encourages a trace of haziness and doubt whether the exact interpretation is deciphered or not.

Its disadvantages are that employers are not supposed to loan out blue prints since they are the property of the engineer or architect. Then the nature of the drawing may not be of an instructive value at all, being just something odd, unrelated to anything which process could never give you a clear mental impression. Then in addition before a person can become anywhere reliable with plans, he should at least review from 50 to 100 such plans as a great variety of shops get. That limited special kind that

only comes to your shop, unless your shop does nearly everything in boiler and sheet iron work, is not enough, and is often as good as none at all.

In connection with this limited work most boiler shops cater to—it leaves the impression with the younger mechanic that his shop does everything in the entire craft—that he knows everything there is to be known—that there is no need to make further research work to find out what other shops do. Some workmen jolly themselves along on such mistaken notions for 10, 15 and 20 years before they actually begin to see larger and greater fields of activity in his trade.

3. This is where a person works in a shop and gradually with long years of association with such plans in his shop or community he becomes acquainted with the work on the drawings. At best, it takes a mechanic a good many years to get a chance at plans in his shop, and then, considering the vast amount of stock work each shop does, the plans he receives are indeed few and far between. Here it necessarily takes a good many years to be right at home with any drawing a person might meet with. Even at this the workman is only able to list quantities and supervise the work; where in reality he should be able to draw such plans if need be.

Right here the locomotive boilermaker may feel "What use have I to make such drawings, when all I do is slug rivets, set dirty tubes, crawl in hot fire boxes and, especially, since all patterns are over there hung up on the wall?" Well, sir, to have a good knowledge of plans and drawings made by your own hand has this value: It is a part of your trade—you can never reach the higher realms without it. Every mechanic and apprentice should know accurate means of conveying ideas of work to be done between one another. Then too, such men require less supervision by their superiors; they are more reliable in that they can devise ways and means to improvise mechanical details—their resourcefulness is greater in helping themselves and their firm as well as being an inspiration to many other workers around about them.

Scale Rule Readings.

In the boiler shop, and especially on boilers as our side elevation Fig. 1 definite measurements must be given for everything. In the less exact work as sheet iron breechings, stacks, blower systems, tanks, etc., the scale rule is of service and is often used. But on exact work no scaling is permitted. But measurements are marked in between points and these measurements must be followed absolutely. The reasons for not permitting such drawings to be scaled is for accuracy; thus:

1. In making a drawing as we show in Fig. 1 to even a scale of one inch to the foot, as our drawing was made to—it is difficult to get down to small fractions of an

inch. The lead pencil drawing may be worked out quite accurate; but the tracer who works in the drawing may tilt his pen a mere trifle too much, or the heft of the line may be strong and that could easily throw a person off a half inch. If two or more such measuring points would be thrown off just a bit—that would cause untold worries for the assemblers and most likely the layerout would get the blame for not finding the error and rectifying it.

2. Next in the blue printing process; the tracing if laid where it is damp, it will absorb moisture and the coating will cause the linen to shrink in places and stretch in others. Such warpings are not pronounced, but it is enough to prevent scaling accurate measurements. Then in washing the blue print paper after it is printed—the paper may stretch during the washing process, and then shrink somewhere else while drying. Such distortions on small scaled drawings can mark up to as much as an inch, and on others, an $\frac{1}{8}$, $\frac{1}{4}$ and $\frac{3}{8}$ to $\frac{1}{2}$ inch are not unusual.

On high-class work scaling of lines is only done where the draftsman has omitted a measurement here or there. Here the distance is scaled, and checked up again with other measurements by working back and forth. The scale reading should never be relied on, accurate though it may be. On such drawings no scale proportions are given and the only way to determine what scale was used, is to lay the $\frac{1}{2}$ -inch, the $\frac{3}{4}$, 1, $1\frac{1}{2}$ and 3-inch scale on several measurements. Where the scale reading and the written measurements correspond, that will be the scale to which the drawing was designed to.

Some engineers proportion their drawings in terms of tenths or twelfths scale measurements. In that case an ordinary scale rule will not fit, and it is difficult to determine the exact distance between those points. If the fractional parts of an inch are given as $78\frac{3}{10}$ -inch, then we know a tenth scale was used. So we divide one inch in ten equal parts on a separate piece of paper and use that as a scale.

Side Elevation.

No doubt many workmen will find this drawing perfectly clear; others will be somewhat hazy in deciphering every detail. The imagination of the boilermaker must be quite active and practically, many engineers only draw a single main view, and let the workman visualize and detail the other remaining views from the one. That is what makes plan reading so hard—the workman must supply so much mental information that neither drawing or specifications specify. The engineer at times takes certain things for granted that the shop doing the work is perfectly acquainted with this line of work, and therefore does not draw any more details than he has to.

However, in the case of a locomotive boiler, all sectional views and working details

are drawn out and definite sizes and dimensions are given. Possibly the smoke box of the boiler is the simplest to start with. Here we set up a mental image in our mind of a straight cylinder with steel rings riveted on the inside of our cylinder. From dimensions given we see the one at the outside is $2\frac{7}{8}$ by $2\frac{7}{8}$ inches square, having a diameter of 85 inches outside of the rings or inside of the cylinder. Still looking at the edges, we see the cross hatched line at the top and at the bottom. Glancing just below Fig. 2, we see a detail of the seam and smoke pipe or stack opening. The narrow dotted lines indicate this is a butt strap, also called welt straps. Because of the stack opening, this strap is made in two pieces. Here no measurement for lengths are given, and so we glance downward and see the lower measurement. This shows us $31\frac{1}{4}$ plus $47\frac{3}{8}$ inches, or $78\frac{5}{8}$ inches as the total length of the upper butt strap. The division of rivet holes is disposed of as notations specify.

At the bottom of smoke box we see that cross hatched line means a "liner" is built in the cylinder, giving added stiffness to the standards which support the front of boiler to the trucks. Below this we see the actual layout showing the bottom opening; the rivet holes where spaced, and what ones must be counter sunk; also the length and width of this liner plate. The three holes, as the two cleaning holes and the steam pipe openings, the exact measurements must be taken from the center line of boiler as shown, and if not shown here, then it will be found in a sectional view in with the front flue sheet. Otherwise measurements must be followed with extreme accuracy.

With the second and third rings or more commonly called first and second courses—they too are straight cylinders made of $\frac{3}{4}$ -inch plate. This first course has its seam placed on a 90-degree angle from the top side, while the second course the seam is placed exactly on center. A double butt strap joint is used and treble riveted. Details of these rivet joint layouts on butt straps are shown in Fig. 3. Here the inside butt strap is laid out according to measurement given; it being 21 by $11\frac{1}{16}$ inches in size and corners cut as shown.

The rivet lines for the three thicknesses should be picked from the neutral line of each plate, making the rivets conform to the measurements of lower butt strap. Then the girth spaces between rivets circumferentially are picked and set as rivet lines for the shell plate and the outside butt strap. In this way the rivet holes will match perfectly when the sheets are rolled to their proper radius. Details of neutral axis line treatments will be taken up in our next article. The rivet spaces longitudinally are marked direct from the holes in the lower butt strap. From these inside straps, the holes are "lifted" onto the shell plate, and also the outer strap. In this way only one strap needs accurate laying out in each

course; it being extremely difficult to lay off a similar set of rivet holes in each plate separately—the amount the dividers will walk in each spacing in the 81 or 82-inch sheets in considerably.

Rivet lines placed circumferentially are double riveted, only the flue sheet is single riveted, having 112 one-inch rivets in its circumference. As this first course is 82 inches outside diameter, its neutral axis in the center of plate would be $\frac{3}{8}$ -inch less on the side, or $\frac{3}{4}$ less in diameter. This makes the neutral axis diameter $81\frac{1}{4}$ inches, and gives us 255.25 inches circumference of cylinder. Dividing this by the 112 rivet holes, we have 2.27 inches as the approximate space between rivet pitches. This we shall cover more comprehensively in our next article; only attention is called to the way rivet pitches increases between the second and third ring, being 72 and 76 pitches. The enlargement of the third course to fit over the second course requires this increased number of rivets, because the larger the diameter the weaker a vessel becomes.

Course three has the steam dome and manhole Fig. 4 attached to the top of boiler, while the lower side joins to the throat sheet riveted as shown in detail. The steam dome and manhole is set directly over the seam, with a large liner plate $\frac{3}{4}$ -inch in thickness built in. In this third course the shell plate seam is welded and dressed off to make a smooth surface for the steam drum flange. In laying off these holes it is more difficult than for the butt straps. Here the drum flange is marked off for rivets, and the holes in the shell and liner are marked off after the parts are ready for assembling. Or, if desired, the holes are laid off on the shell plate and the liner much the same as the butt straps, and then when assembling the dome and manhole flanges are set in place and the holes are marked through the others.

The bottom curved angles "A," "B," "C" are first rolled in the blacksmith shop to the given radius. The workman then takes these angles, measures off the length and

has them cut off. Paper templet patterns are very serviceable for marking off the holes, or in the absence of this, some very light sheet iron can be cut and lined for rivet holes as directed. The side of angle which fits to the boiler shell had best be arranged on a working drawing so the rivet line will go through the shell plate. In this way the holes can be marked on templates and center punched on to the angles and plates. These angles are detailed at Fig. 5, where "A" and "B" is shown, and angle "C" is placed over further toward smoke box.

The stays and braces are a very important part of the boiler. These we shall take up in special articles, but here measurements for all stays in fire box sides are given. Additional views as will be shown later must be harmonized with this elevation view. Right here we should add that this elevation, Fig. 1, will be referred to off and on in these articles and so the reader should keep them on file for future reference.

Where measurements are condensed to a point where they appear illegible, it is well to provide yourself with a small hand magnifying glass. Every person who has considerable to do with drawings should have one. In this way details can be enlarged and their true intent deciphered more accurately. Drawings that are well congested with small detail are especially difficult to comprehend without some process of enlargement.

Finally, the reader must bear in mind that it is "doing" alone that develops your mental powers. To merely look at a drawing and expect to photograph it mentally, is very poor practice. It is just like watching a teacher demonstrate Algebraic equations on the blackboard. It all looks so wonderfully simple and easy. But unless a person actually works them out—the demonstration is meaningless and the impressions are quickly overshadowed by less important matters. With drawings it is the same way. It is only what you do that counts.

Additional Correspondence

(Continued from page 411.)

pression of the right of a person to his own development and self-expression and the whole Verboten business. Now, brothers, think it over and see if we were as successful in winning the war as all those great dollar patriots would have you believe. Upwards of four hundred thousand men say the recent decision handed down by the Labor Board is unjust and they won't accept it. In the neighborhood of say two hundred men representing the owners of the railroads say it is just and the men should accept it. Why, if the past is any criterion,

some of that two hundred will spend more for laundry bills for six months than it is possible for some of the four hundred thousand men to earn a year, and they won't have to shed any crocodile tears before a senate investigating committee, either. And just what is the attitude of this government which was instituted for, of and by the people? Doesn't it, through President Harding, assume that the four hundred thousand men are wrong and the two hundred are right? They say the mails must move, but have you noticed them bring any pressure to bear

on the railroad executives to make them give in to the men and settle this strike? Oh, no! Who ever heard of such a thing? And still they say we have a representative government. We have, but as far as the present administration is concerned, they represent Wall Street pure and simple. And they forced this strike on the workers, and now they are hollering for public sympathy and they aren't getting it, and they don't know what to do. They placed themselves in the position of the French Canadian coon hunter who, against the advice of friends, crawled into a hollow log after a coon and when he got hold of the coon he immediately shouted for help. When asked what was the trouble, he said that he got hold of him, all right, but wanted someone to help him to let go.

The men on the eastern end of the B. & O. Railroad are doing fine, and no matter what the press says, we have all the shops in Baltimore crippled. They have very few scabs in any of them, and those they have don't know an engine from a nickel slot machine, so you western brothers needn't pay any attention to anything you hear to the contrary. We are out here in all shops 100 per cent and intend to stay out until the railroad department settles this strike on a national basis. And, brothers, let me say this to you, one and for all: When this strike is brought to a successful conclusion if the spirits of the illustrious dead participate in the cares and concerns of those who were near and dear to them in this world of ours, then all those ever dear and venerated shades of our departed sons and brothers who made the supreme sacrifice on the fields of France to make the world safe for Democracy will know at least as far as the shop crafts on the railroads are concerned, they did not make the sacrifice in vain. Frank P. Connolly.

Long Island, New York.

Dear Sir and Brother:

Enclosed you will find a circular letter which at the present time we are giving out to the public.

Now, Brother Casey, if you can publish the same in the official Journal, it will please the members of Lodge No. 264 very much.



A Photo of Our Members on Strike at Austin, Minn.

You can see we are doing all we can in this vicinity to help our cause.

These circulars are being distributed in New York City and Long Island.

Hoping that this circular will appear in the next issue of the Journal, with best wishes and kindest regards, I remain, yours fraternally, Wm. F. Phillips, Cor. and Fin. Sec., Lodge No. 264.

To the Patrons of the Long Island Railroad and the Public:

We regret that this strike is causing you some inconvenience at this time and we ask you to consider our side of the story that forced us to take this action.

Prior to the war and federal control, the railroad shopmen of this country had no decent conditions or agreements to work under and were actually industrial slaves.

When the United States declared war against the German Empire and its Allies, the Government knew the railroad men were the back bone of our armies and in order to move supplies and operate the roads efficiently the Government took over the railroads. The United States Railroad Administration gave the shopmen the privilege of joining a labor organization and the result was the railroad shopmen throughout the country were organized 100 per cent.

While the war was in progress the outside industries were granting their men exorbitant wages. Did the shopmen strike? They had the opportunity, but turned it down, because they knew that the "boys over there" including their brother shopmen were relying on them for food, ammunition and men, and they remained on their jobs for 68c per hour or \$5.44 per day, while other industries were paying from \$7.00 to \$9.00 per day for the same kinds of work. These same men, who at 68c per hour subscribed 90 per cent in the Liberty Bond drives, were recently declared "OUTLAWS" by the United States Labor Board.

When the war was over the "money power" of this country immediately set their machine in motion to destroy the labor organizations. They closed down factories, mills and shops throwing hundreds of thousands out of employment, thinking these people would thereby desert their organizations.

When they reopened the shops they reduced the wages without considering the cost of living. Having been successful in some places where the men dropped their organizations, they further decided to also break up the railroad unions.

The "Transportation Act," the law that the railroads made and lobbied through Congress, they violated time and time again. When decisions were handed down against them by the Labor Board they would not accept it—90 railroads have violated the "Transportation Act," but the unions, never.

The question asked by some people is "What are the men striking for?" Here are the (3) main reasons why:

- (1) Against the restoration of piece work.
- (2) The farming out of work.
- (3) The reduction of wages (whereby the Public does not benefit in the least).

In order to explain the three reasons we will cite our objections:

(1) At the Pennsylvania R. R. Shop at Altoona, a machinist received \$13.00 for a week's wages on the company's starvation piece-work rates.

(2) In order to evade the law they made, and the decisions of the Labor Board, one of the Railroads contracted their shops in Jersey to a Manure Co. and "That Dummy Contractor" immediately started to fulfill his contract and that was to do away with conditions and cut wages.

(3) The Railroad Labor Organizations presented to the Labor Board statistics compiled by the Dept. of Labor, showing that there was an INCREASE in the Cost of Living instead of a DECREASE and that a wage cut would be unjust, and without considering the case we presented, the Labor Board again cut the wages of the shopmen.

After serving an apprenticeship of four years and at the trade from 4 to 25 years a skilled qualified Machinist, Boiler Maker, Electrician, Blacksmith, Sheet Metal Worker, and Carman would receive with this wage cut \$5.60 per 8 hour day or about \$1,600 per year.

In conclusion we quote some of the prices paid in the outside trades:

	Per 8-hour day
The City of New York pays its	
Machinists	\$ 9.00
Plasterers	\$12.00 to 16.00
Bricklayers	10.00
Bricklayer's Helpers.....	7.00
Carpenters	10.00
Carpenter's Helpers.....	7.00

Railroad Wages.

A Skilled Railroad Mechanic receives	\$ 5.60
Mechanic's Helper.....	3.76
A Railroad Laborer.....	2.59

All we ask is a little Justice and a Square Deal. Now, my Readers, compare the wages listed above and decide for yourself whether we are justified in taking action as we did.

Some people would say arbitrate with the Railroads, is it possible to trust these corporations who violate the Laws of the United States which they sponsored?

Has the Public benefited by these reductions of wages?

Yours for Co-operation to destroy Industrial Autocracy, The Long Island R. R. Executive Board, Representing the striking Six Shop Crafts.

Dear Sir and Brother: Pine Bluff, Ark.

It has been some time since you have heard anything from me, but I, along with the rest of the brothers at Pine Bluff, are

doing our bit toward making this strike effective. All members are out here in all crafts, and also all negro helpers, and a large number of shop laborers, 217 negroes, all told, out, and they are standing firm to the man along with the brothers of the six shop crafts.

I was made chairman of our press committee for executive strike committee. All reports from the strikers to the daily press since July 1 have been given to the press by me. I have a report every day in the afternoon paper, and one in the morning paper, and also a write-up in each paper. Each report and write-up is different. I have a very good man to write the articles for me and he never gets too tired to help the shopmen in any way that he can be of service. This man is a printer here and one of the best workers for organized labor I have ever run across. The clippings I am enclosing will speak for this man. The shopmen knew that it took brains to get the stuff before the public and the brains volunteered, and all of the strikers here owe this man a lot for his efforts to put the question before the public, which he is doing in grand style, as the strikers see it.

Brother Casey, I went to Dumas, Ark., the 4th of August for the purpose of spreading the gospel, the industrial war-cry, Labor. I am in charge of this spreading the gospel to 500 per week. While out there I either lost my receipt case or someone picked my pockets. I don't know which, but it is gone. Receipts up to date for June, 1922. My register number is 193950. You might run an add in September Journal in regard to it; also, if you desire, you may print any of these clippings I am sending you. Do just as you please about them. With best wishes and regards, I will close, J. F. O'Leary.

Heavener, Okla.

Dear Sir and Brother:

We are writing you in order that the railway shop brothers who are out on strike may understand the attitude of the organized farmers in regard to them and the strike, and I shall explain that in a few brief words the union farmers of LeFlore County, Oklahoma, have passed resolutions endorsing the action of both the shop men and the miners and have pledged both their moral and financial support to that end, and to show you their loyalty I herewith enclose to you a clipping from the Heavener Ledger published by Mr. Frank Richards of Heavener, Okla. The farmers are in to stay to the end. Fraternally, J. I. McMurry.

Dear Sir and Brother:

Just received August copy of Journal and please accept my thanks for same. I am enclosing \$1.00 for which send me the Journal one year beginning with your next issue, and when you go to press with our news item sent you under date of July 22, please add that the Farmers' Union in Oklahoma

carries a paid up membership of about 30,000 members, who are 100 per cent loyal to the railroad shopmen and miners, and have pledged them both their moral and financial support.

Both crafts here are conducting their strike in a gentlemanly manner with not an act of violence, but today the Kansas City Southern shops look more like an arsenal than a work shop with some forty or fifty of their hired murderers that they call guards ready to commit murder at the command of the railroad company. We are peaceable citizens here in Leflore County, Oklahoma, and bitterly resent such outrage. With best wishes and a prayer for a just and speedy settlement, I beg to remain, fraternally yours, J. C. McMurry.

Indianapolis, Ind.

Dear Sir and Brother:

Will you kindly publish the following article in September issue of our Journal? The officers and members of Lodge 10, in behalf of Bro. Tom Mears, No. 25334, wishes to thank the following locals for their generous donations to the cause:

Lodge No.		Lodge No.	
6	\$ 10.00	40	5.00
11	1.00	41	2.00
52	2.00	366	1.00
65	2.50	367	5.00
84	3.00	369	2.00
95	1.00	384	2.00
117	5.00	434	5.00
119	1.00	446	5.00
125	1.00	470	3.00
127	5.00	485	5.00
171	1.00	496	4.00
195	3.00	507	1.00
199	1.00	553	2.00
232	3.00	567	2.00
242	5.00	587	1.00
226	21.50	599	1.00
259	5.00	606	2.00
264	2.00	635	5.00
286	1.00	669	1.00
317	5.00	686	5.00
328	5.00	709	1.00
345	3.00	713	2.00
348	2.00	719	5.00
355	2.00	723	5.00
359	\$ 1.00		
360	5.00		
15	1.00		
		Total	\$170.00

Yours fraternally, Committee, A. J. Conway, I. E. Bannon.

Corbin, Ky.

Dear Sir and Brother:

I am in receipt of your letter answering my first letter to you. Since writing to you, in fact the day after I wrote I went to the postmaster here and got three bundles of Journals, May, June and July, which he had stacked up back in the rear end of the post-office, where also the Journals of the other shop crafts are. As most of the Journals had delivery addresses on them I see no reason

why they were not sent out, unless just bull headedness on the part of the postmaster, for bull headed he is and not strictly truthful at that for he had told me "No Journals were there." Brother Warric got his August Journal today at his address, he said for once in seven or eight months. I told the postmaster that if the Journals were not delivered hereafter to their proper addresses and not just to any one or stack them up in the office that I would take it up with the postmaster general in Washington, D. C.

Brother Casey, please publish something in the Journal showing organized men that they should and must buy only union labeled clothing and other things, also call their attention to the rule in our Constitution and By-laws that covers that point. This war is not only against us but all free, honest, peaceable, square dealing people, especially organized people. We must help them as their battles are ours as well as our battles are theirs. If every union man or woman bought only union made material it would not be long before everything would really and truly be union made, and every laboring person would be in an organization of his or her craft. Then truly organized labor would be boss of the situation, a fact well known to Wall Street gangsters and plotters. The knowledge of that one fact ought to be enough to make men and women put forth every effort to bring about complete organization of all laboring people and absolute freedom from tyrannical bosses. One other thing, vote. Let them forget parties forever, urge them to vote for only those who really have our cause and interest at heart.

We can, we must or should burst up Wall Street, tyrants garg. Will we do it? I for

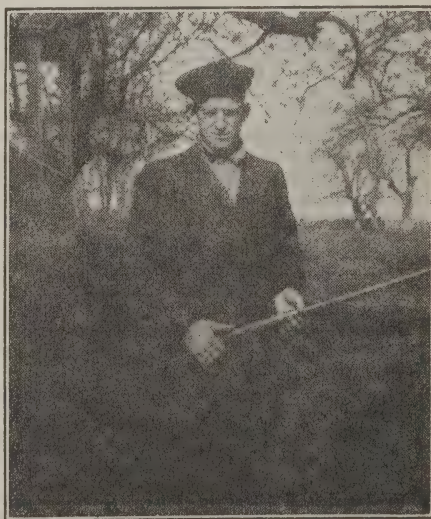


Photo of Bro. Patrick P. Reardon (Deceased), a Member of Lodge 21, Brooklyn, N. Y., at Time of Death, May 27, 1922.

one will do my utmost. Please put these two things boldly before all organized people that you may be able to. Thanking you for past, also future favors, I beg to remain, yours respectfully and fraternally, Wm. H. Dreyer.

Dear Sir and Brother: Lexa, Ark.

Am sending you, under separate cover, six copies of the Helena World newspaper, which you may dispose of as you see fit. As you well know, our membership in Lexa is only one. I regret very much the union stamp is not on this paper, but I couldn't get one without causing a delay, but can truthfully state if the boys throughout the U. S. A. are warming up things as they are in Lexa, Phillips County, Arkansas, that we will have the public sentiment with us. This issue in the paper cost us \$40, besides about \$35 other literature and handbills. Trusting our efforts will meet with your approval, yours fraternally, D. W. Tate.

Statement of Facts.

Breckenridge, Minn.

Since July 1, 1922, the shopmen employed by the various railroads of the United States have been on strike, as a protest against a cut in wages and against changed working conditions, as well as ruling of the U. S. Railway Labor Board.

The grievances of the men, include a cut in wages, the virtual abolition of the 8-hour day, the contract labor system, and last, but not least, the declaration of the Labor Board that the seniority rights of the men on strike have been annulled by the action of the men themselves.

In the cities of Breckenridge and Wahpeton, more than 120 men are now on strike. Most of these are homeowners, taxpayers and heads of families. All of them are good citizens, honest and industrious, and were virtually driven into this strike by the action of the companies and the Labor Board.

Believing that the men are justified in the action they have taken, the business men and citizens of Breckenridge and Wahpeton, at a meeting held Thursday, July 27, 1922, voted to pass and sign the following Resolution:

BE IT RESOLVED, By the business men and citizens of the cities of Breckenridge and Wahpeton, that we express our sympathy with the railway shopmen now out on strike; that we believe they have a just cause for complaint and that we call on the American Railway Association, the U. S. Labor Board, and the Government of the United States to settle with these men on equitable basis and thus end a situation which is rapidly becoming intolerable to the whole country. And as an expression of our belief in the men and in the justice of their cause, we have hereunto signed our names or the names of the firms with which we are connected:

Breckenridge

Valley Printing Co.
Moyle Edwards.
John M. Bott.
W. H. Bentley.
Harvey James
Wilson Shoe Store
Emil E. Binder.
Breckenridge Co-Operative Store.
Thulen & Sander.
A. H. Polipnick.
Breck. Merc. Co.
Jos. Vertin.
Walz Sisters.
Rose Rusche.
D. M. Norton.
J. P. Winkler.
G. A. Holmgren.
W. Connolly.
J. E. Buckey.
Tony Miksche
J. J. Loberg Fur. Co.
Charles Leslie.
Leo Miksche.
H. L. Shirley.
F. W. Johnson.
Breck. Elect. Co.
J. B. Weiling.
W. B. Hart.
D. F. Finlayson.
W. H. Ranger.
F. Miksche.
M. L. Beeson.
C. I. Berg.
Geo. W. Wagner.
Rev. John Bettendorf
H. T. Zimmermann.
Loren B. Hodgson.

Matt Wenner.
L. A. Shirley.
D. A. Mathews.
James Kane.
Edgar E. Waite.
Farmers Co-op. Elec. Co.
J. A. Johnson.
Benesh & Pierce
W. M. Wentworth.
L. Gewalt.
Allen, Bronson & Co.
Witro Elec. & Sport. Shop.
Daily & Anderson.
C. J. Schott.
Joe Schneider.
Casey Grocery.
T. J. Harvey.
Ch. Caravaz.
E. Korsch.
Butler Bros.
Olson & Son Vulcanizers
Phil. Haffelder.
L. G. Finlayson.
Sam Kandian.
Fisher Bros.
E. J. McMullen.
Family Snce Store.
Sam Lafond.
Dr. D. J. McMahon.
C. A. Gewalt.
Rev. H. W. Knowles.
E. H. Elwin.
P. E. Truax.
D. J. Jones.

Wahpeton.

The Stern Clo. Co.
The Bee Hive Co.
Frank Vertin.
Wahpeton Bottling Works.
Peter Schmitt.
Machine Shop and Welding Works.
R. V. McMichael Motor Agency.
Olson Bros.
Charles Forman.
Albert Weis.
C. J. Quaun.
Frank Rettig.
G. A. R. Nickol.
Voves Grocery.
Olympia.
Gertrude Kiesel.
Skopal Bros.
Mrs. Geo. H. E. Miller
Frank Skopal.
W. D. Murphy.
Model Grocery.
George VanArnam.
J. P. Dietz.
Anton Gilles.
Daniel McCarty.
Sam Pappas.
E. J. Boeck.
Andrew Liably.
A. Hodel & Co.
E. O. Hodel.
A. E. Nelson.
Wm. Krause & Son.
F. G. Callan.
Dietz & Murray.
H. L. Pfister.
Tony Steffes.
C. A. Pielert.
A. Granrath.
H. H. Rustad.
Red River Bottling Works.
M. C. Olson.
J. J. Keen.
Bergman's Variety Store.
Wuam Anderson Clo. Co.
C. C. Wolfe.
Wahpeton Auto & R. L. Hawes.

W. V. Dietz.
H. T. Williams.
Machine Co.
A. Paulsrud.
H. H. Chrisman.
C. H. Cole.
Motor Oil Co.
Schmitt Bros.
Arnold Olson.
Wahpeton Impt. Co.
Al. J. McQuoid.
C. A. Roberts.
Schmitt & Olson.
R. M. Falley.
Home Cafe.
W. E. Moran.
Frank Benda.
Grubb Hdw. Co.
John Logeros.
Frank Reuss.
John Pelkey.
E. E. Bassett.
Tony Lehina.
Berg Bros.
W. J. Adams.
J. E. Morris.
Levine Bros. Co.
H. J. Kraker.
Wahpeton State Bank
E. A. Nelson.
Lorne Canham.
Holthusen Bros. Co.
Richland Co. Farmer.
Wahpeton Hdw. Co.
E. W. Fricke.
John Richard.
Otto A. Schultz.
Albert Schroeber.
Lee Printing Co.
A. W. Bratte.
Wardrobe Cleaners & Dyers.
G. E. Sloan.
Wahpeton Elec. Co.
Wahpeton Painting & Dec. Co.
Mrs. J. A. Koch.
P. A. Peschel.
A. E. McMichael.
Citizens Natl. Bank of Wahpeton.
C. H. Ruffee.

Paragould, Ark.

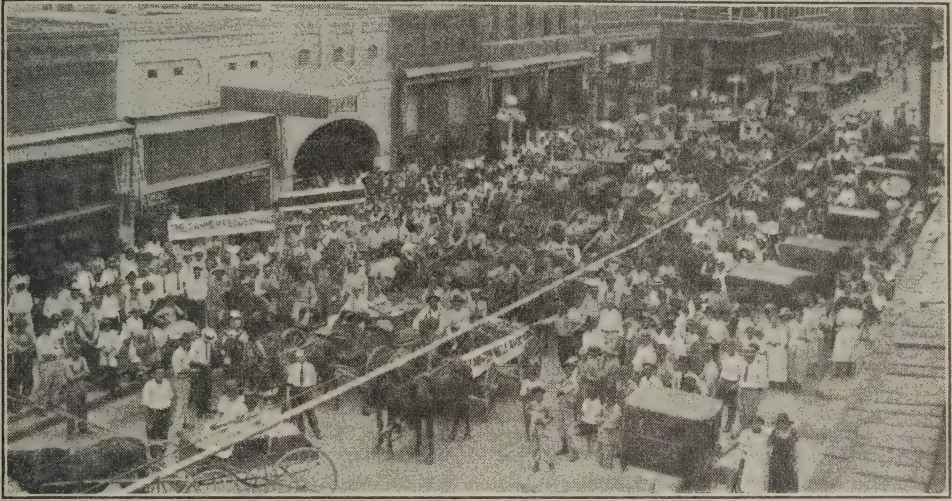
Dear Sir and Brother:

I noticed a couple of letters in our journal to you from Manuel I. Ortega of Mexico City. If it is not asking too much of you I would like very much to have his address. If you find time please give Brother Flynn my very

East Boston, Mass.

Dear Sir and Brother:

Encouraging news continues to reach the writer from that staunch standard bearer of our organization in Brooklyn, N. Y., Bro. George J. McWilliams, who says: "I have had a great deal of trouble with the mem-



A Recent Scene in Paragould, Ark., Showing Farmers Bringing Nine Wagon Loads of Vegetables to the Striking Shopmen at That Point.

best wishes, and tell him we are upholding the old time No. P. sticking qualities here, just the same as other points on the road 100 per cent and out to stay until we at least get something near a square deal. Last week our farmer brothers brought us in nine wagon loads of produce with banners on the wagons reading, "Stand firm, we will feed you," so we put on a big parade befitting the occasion. I will try and mail you a picture taken at the end of our parade.

The farmers are pretty well organized in this county with all but two locals affiliated with the Central Trades and Labor Council here. They have a co-operative cotton gin to be put in here in Paragould right away. We also have a co-operative union store here of which I have the honor of being president of the board of directors. Our business runs from \$3,500 to \$6,000 monthly. We declared a 7 per cent trade dividend July 1st for first half of year, besides paying 10 per cent dividend on capital stock, however, the good showing of the store will have to be credited to the farmers, as our shop and road men as yet haven't been able to see the virtues of co-operation. We have a few bums and ex-convicts here as guards and scabs, but they are not getting any work out. Two more trains to be pulled off here Sunday. Well, Brother Casey, I will close by thanking you in advance for the information I ask and also glad to see the technical articles will be resumed in our Journal. Yours fraternally, John Buehler.

bers of the Structural Iron Workers' Organization in this section of late, as they insist upon doing work that belongs to our members, but as I have kept right after their office in the matter, I am in hopes that the practice will be discontinued in the future. I am pleased to tell you that our esteemed friend and brother, John J. Dowd has fully recovered from his recent illness, and is at the present time a very busy person as he is chairman of the six shop crafts, who are out on strike in the railroads, he is going night and day, and is sure getting results as there has not been one man of our craft out of over 2,700 men that came out on strike July 15th that has returned to work and will not do so until justice has been done the members of all the six crafts; in my opinion it will not be long until all those men will be back at their jobs again and the strike breakers that tried to take their places will be out in the cold or else in jail. I have watched the progress of the strike as far as the New England states are concerned and have been pleased to note that they are standing firm the same as I expected they would do, and if the men of the contract and repair shops had only done as the R. R. men have done we would be enjoying far better conditions in the shops today. The work of the organization in the Port of New York sure keeps me busy as there are ten locals here at the present time, and about the only night I have for myself is Saturday night, and then

I have always more or less writing to do, but still I am pleased to do all this if I can show results by so doing."

The foregoing message from Brother McWilliams shows that he is the caliber of man that is making the impress of our International Brotherhood felt to a good advantage from Eastport, Maine, to Norfolk, Va., where he has journeyed and evangelized for years, preaching in season and out of season in days of triumph, and in days of adversity, the life-sustaining gospel of trade unionism.

The imperative necessity of having representatives in the Congress of the United States who really believe, that as that God-like American statesman, Abraham Lincoln, said, in his forensic epic on the bloody field of Gettysburg in 1863, that this is a nation, of, for, and by the people, was never brought more forcibly to mind than at the present time, when the grotesque statesmanship holding the saddle at Washington is as blind as the proverbial bat, to the fundamental rights of the wage earners, the bone and sinew of the nation, whose industry has created this vast republican empire of the Western Continent, and whose sons and daughters have endured untold privations and given up their very lives for the perpetuation of the ideals for which this republic stands, and when an opportunity is offered to send men to Congress, who believe that justice is as much a prerogative of the common people, as it is of the "privileged classes," that avenue to attainment should be traversed by the electorate in the coming elections. The voters of the Tenth Congressional District of the state of Massachusetts, which includes a large portion of Boston and its water front and navy yards, which should be busy hives of industry, but are at present very much the opposite for want of enough capable spokesmen to plead their cause in the halls of legislation at Boston and Washington have a golden opportunity this fall to send to the National House of Representatives, in the person of "Brother" and Ex-Senator John J. Kearney of East Boston, Mass., a man who is a real representative of organized labor and of the wage earners in general.

For more than twenty years as business agent of the Waiters' Union No. 34 of Boston, delegate to the Boston Central Labor Union and as vice-president of the Massachusetts state branch of the American Federation of Labor he has worked faithfully year after year facing great obstacles with spartan courage for the material, social and intellectual advancement of those who toil by the sweat of their brow. John J. Kearney is self educated, but well versed in the principles of civil government, has an intimate acquaintance with the peculiar intricacies of the questions of labor and capital both in Europe and America, and is a deep student of the systems of political economy, from the days of Babylon, Rome, Greece, Israel, Egypt and Persia, in the eras of their

empirical greatness, down through centuries of civilization so that he is well qualified to sit in the halls of assembly of what, at least ought to be the greatest legislative body in the world today, and if the wage earners and the conscientious business men also of his district are alive to their own interests they will elect Brother Kearney to Congress, where his voice and vote will never be found wanting when human rights and justice needs support.

Several members of Lodge 585 are actively interested in the Congressional campaign of Brother Kearney and also in the Massachusetts legislative campaigns of John A. Kane in the First Suffolk District and Mike Kane in the Second Suffolk District. Both of the Kane brothers have from time to time during the recent hard times given employment to Lodge 585, men who were up against it, and the Kane brothers never discriminated against men of our craft because they remained loyal to our organization and for such conduct they should get the support of all real union men in their districts, especially as both of them are well qualified to fill the positions to which they aspire.

At the regular meeting of Lodge 585 held on August 7 several former members were reinstated and from the enthusiasm shown the prospects for the rapid spread of union membership in all the contract and repair shops of Boston and vicinity look bright.

Brother James Farren testified to the great aid that the prestige of Lodge 585 gave to the Boiler Makers and of the yard where he is employed in getting a ten per cent wage increase back that had recently been taken from them. Brothers Dan Higgins, John J. Minton, Arthur Higgins, Charley Smith, John J. McMahon, John Warnock, Jimmie Farren and Jonathan Lamb and Jack Welch are working like beavers to assist President John H. Hancock and Financial Secretary Wm. F. Nyhan boost Lodge 585 and our International organization. Yours fraternally, Daniel B. McInnes, Cor. Sec. L. 585.

Hoboken, N. J.

Dear Sir and Brother:

I have been authorized to publish two former members of Hudson L. 163. When I say former I mean they were members up until August 4, 1922. On this date trial committee reported to lodge that they decided to suspend both for violating the laws of our organization. The first fellow refused to discontinue working on Central Railroad of New Jersey and the other fellow returned to work at Boat Repair Corporation of Jersey City, where all boiler makers, machinists and helpers laid down their tools after being ordered to do so by their respective International Vice-President on account of unfair men supplying power that run the plant.

I was also told to inform all brothers through this medium that the story that



A Group of the Members of Lodge 743, Sacramento, Calif., Taken During the "Days of '49" Celebration.

has been circulated about Bro. Jos. Burns of L. 163 scabbing is untrue, and if those that were the instigators of same were to keep their own skirts clean they would undoubtedly have their hands full.

After stating full particulars concerning the unfortunate accident that Bro. James J. Sause had at Fair Oaks, N. Y., every brother present expressed their sympathy and they hope that his recovery is a speedy one so that once again he may be able to return to our fold and preach the gospel of unionism.

On August 5 the striking shop crafts on D. L. & W. R. R. in this district had a very successful block dance, both socially and financially. It was a big success, and due credit should be given to committee in charge. Through information on hand, the men on strike on different railroads in this port have undoubtedly been missed. In one particular roundhouse where, previous to July 1, eighteen mechanics were sufficient to handle the necessary repairs; now, in their place, they have fifty-two "skunks," and they are not capable of doing half as much work as the eighteen men done previous to present situation.

The laboring class of this country have two weapons of defense: one is now being used by men who worked on railroads and the other is the ballot of election, which I hope each and every brother uses as he should on election day. Don't forget to assist your friends and do all you possibly can to defeat your enemies on regular election day. This is your only way to show your appreciation toward them for their past deeds.

In conclusion I might say that there was a time when that heart warming melody, "My country 'tis of thee, sweet land of liberty, of thee I sing," meant what it said and said what it meant, but that was many years ago. Today International Vice-President John J. Dowd supplies words to the same ancient tune that more truthfully portray the actual status of the present than anything you ever heard:

Our country was of thee,
Once land of liberty!
In shame we bow
Land full of profiteers;
Land wet with toilers' tears;
Must we endure for years,
Or change it now?
Shall we then tamely yield
All fruits of shop and field
To powers of greed?
Or shall we rise in might
Join ranks our ills to fight?
The constitution gives us right
To change to need,
Line up and save this land,
All workers hand in hand,
This is your hour,
Vote for your interest, then
For your own kind of men
We shall be victors when
You use that power.
This land we dearly love;
Grand O Great Power above,
From sea to sea
Let no oppression reign,
Give us surcease of pain,
Grant us that once again
We may be free.

Yours fraternally, D. J. McGuinness.

Garrett, Ind.

Dear Sir and Brother:

I am enclosing herewith a poem written by inspiration and it teaches in a way our war on the railroads of this country, and which I would like to see in our Journal if you can spare space. My wife gets these poems every day and this one she got this A. M., and I was asked by some of the brothers to send it to you for publication. Yours fraternally, Thos. Callahan.

Star of the East.

Arise thou noble star and bid thy light
Shine deep into the earth,
Shine bright thou brilliant one in the heavens.

Penetrate deep with thy power.
Thou eastern guard so set in heaven's canopy of blue

Hide thou thy strength above,
But let thy light shine beautiful on earth,
And give freely of thy love.

O love star representing God and his wisdom, I pray

Let thy searching rays descend,
And in thy majesty sit strong and firm
To judge all men.

It is for thee to cast thy beams afar
And thy all seeing eye to search the hearts,
Let justice rule, let the great God king fall,
The great and mighty money powers.
Thou star send forth a word of power and might,

That unjust actions against the helpless
take flight.

O shine more brilliant, that the down-trodden earth may know

A higher power rules this mighty world.
Let thy rays rule and guide toward a more brotherly way,

Where thou in thy kingdom ruleth both night and day.

Let love rule, let justice play, that man may love thee more,

And let not hungry wolves wait at the door
Of countless babes, of sick and aged ones,
O star send out the word that all is done,
That justice may come forth and man may live

And lift his naked form, from under crushing heels

Of mighty despots, O thou star say unto man

Stand firm and righteous, for a righteous crown you will win.

Be not found guilty with her ye brothers of the world,

But act your part in Godly paths, soon will the flag unfurl,

The righteous banner that will lead you to the goal

For which you seek a recompense from God.
No powers of earth can grant or keep you just

For beastly powers are hovering in the dust.
Lift high your heads where skies are blue
for you

And keep your feet more firmly in the truth.
Man is dust and unto dust returns,
But God is waging war in heavenly realms.
A war of justice where the eastern star
Is smiling on the toilers from afar.
Be ye not sinful, act a loving part,
For soon the mighty beast will take its flight.

Love one another, help the poor and orphans
And stand for righteousness and justice ever.

God in his wisdom watches from above
And knows thy suffering brothers, and their unhappy thoughts,

Stand ye firm for heaven bends with you
To grasp the mighty beast and set you free.
The great I am, the great and mighty one,
Who seeks to crush the life from thy Godly form,

Heaven is working for thee, trust and cleave
Unto thy God, for in His strength you will win.

Dust is man and unto dust will return
And when the earth closes over him his strength is gone.

Star of the east shine in to suffering man
Fighting an endless battle to him but in heaven, won. —Mrs. Clara Callahan.

Wilmington, Del.

Dear Sir and Brother:

I am sending herewith a few lines published in the Wilmington Labor Herald for which you may find space.

We are holding B. & O. men out 100 per cent and going strong. P. R. R. men out



Photo of Bro. E. P. Butler (Deceased), Former Chairman of District Lodge 35, M., K. & T. Railroad; Killed in an Auto Accident in Parsons a Short Time Ago.

here about 97 per cent and doing great work.
Best wishes for success, I am yours fraternally,
John C. McKenna, Sec'y Strike Com.

The Strike of '22.

By J. C. McKenna.

We sent our boys to Europe, to save democracy;

They fought and bled 'till the fields were red

In that land beyond the sea.

They sailed away 'midst cheers and tears,

Some never to return,

But those who lived came back one day

The simple truth to learn.

They had lost their eyes, their arms, their legs,

In battles they had braved;

And 'twas the Atterburys, Morgans and the Goulds

That they had saved.

They did not whine, nor yet repine,

Nor decry their country's faults.

The democracy they had fought for

Was locked up in Wall Street vaults.

'Twas in the form of railroad bonds,

Paying dividends galore,

While the families of the men who fought

Had begged from door to door.

They formed a federation of

The crafts that were employed

In building up the railroads,

With which capital had toyed;

While Wall Street had drawn millions

The men had scarce drawn bread.

They saw their wives and families

To disease and poverty led;

But the spirit that had led them on

To face a foreign foe

Could not be made to squirm or flinch

In a land where real men grow.

They chose a man for Leader,

A man with nerve and brain,

A Jewell in name and nature,

Their birthright to reclaim.

He laid his plans within the law

That hampered every coup,

For the laws were bought and paid for

By the Atterbury group.

They were strewn along his pathway

Like barb wire in "No Man's Land,"

But our Leader chose his footsteps

And kept his men in hand.

He approached the Railroad Labor Board

With facts and figures true,

And said, my friends, I've come to ask

A fair, square deal from you.

The deal he got is history,

And brings everlasting shame

Upon a joke administration

That must shoulder all the blame.

So he marshaled all his forces

Who were there to do his will,

And as Joshua of old addressed the sun,
Bade the railroads to stand still.

You ask if they obeyed him, son,

Well, if history tells it true,

You'll find that "he who runs may read"

Of the strike of '22.

SCABS.

There are little scabs, and big scabs,

And scabs just slightly wet.

The railroad scab is a raw scab,

A scab we shan't forget.

There are shallow scabs, and deep scabs,

And scabs with nasty looks.

Coal miner scabs are dirty scabs,

Yes, dirty scabs and crooks.

There are wrinkled scabs, and smooth scabs,

And scabs like running brooks.

The shopmen scabs are slimy scabs,

Scabs ripe for pruning hooks.

There are narrow scabs, and wide scabs,

And scabs with thick rough hides.

Sh! the miner scabs are tough scabs,

These scabs are army brides.

There are yellow scabs, and green scabs,

And scabs of ghastly hue.

But these back shop scabs are black scabs,

Scabs needing Irish stew.

There are public scabs, and scalp scabs,

And scabs we hide from view.

Black diamond scabs are private scabs,

Scabs soldiers cater to.

There are itchy scabs, and sore scabs,

And scabs that don't get cured.

These roundhouse scabs are sickly scabs,

These scabs should get insured.

There are elbow scabs, and knee scabs,

And—scabs where I shan't tell.

Now, all these scabs are scabby scabs,

These scabs would scab in hell.

—M. P. Sheldon, Lodge 3, Minneapolis,
Minn.

THE OLD MAN.

Just a word, my brothers,

About the Old Man,

Who went out in this strike

The day it began.

He has served twenty years,

Yes, perhaps ten more.

The boss begged him to stay,

But the Old Man swore,

"Think I'd be a Judas

Because I am old?

Guess again, you mugwumps,

My honor I'll hold."

Then threw down his hammer

And crammed on his hat,

As he struck with the boys.

Let's REMEMBER that.

The seniority right
 Of this grand Old Man
 Is the bone the dogs want
 To eat if they can.
 They've got everything else
 This grandad held dear.
 They cut his pay twice
 In one working year,
 Put jobs out to pasture,
 Cut out overtime,
 And got by with some stunts
 Too rotten for rhyme.
 Those injunctions they bought
 Just made Grandad smile,
 He hadn't been nearer
 Their fence than a mile.

President Harding's plan
 For peace did look fair,
 But the roads are out to
 Get Dad's scalp and hair.
 They've took shoes from his feet
 And clothes off his back,
 Sure, they'd like to ship Dad
 In an old mail sack,
 To Italy, or Poland,
 Or Sweden, or Spain—
 Get rid of oldtimers,
 This fact is most plain.
 So, boys, just have patience—
 "DON'T GIVE UP THE SHIP."
 As long as Dad's with us
 WE STILL HOLD THE WHIP.

—M. P. Sheldon, Lodge 3, Minneapolis, Minn.

International Correspondence

MEXICAN BOILERMAKERS' EXECUTIVE COUNCIL ISSUES PROCLAMATION ON SHOPMEN'S STRIKE.

MEXICAN UNION OF BOILERMAKERS AND APPRENTICES.

General Secretary's Office. Circular No. 15.
 BUSINESS: Exterior Relations.

Expedient: No. 1,0 15.

Dears Prothers: Greetings!

I have a message from our Executive Council dated July 6th, 1922. To inform all branches of the Confederate Societys which

Council which explains the matter which before referred to punctually said:

"A 15-16. M. DE JR. Mexico City. July 6-22. Francisco Gonzales, 2da de Renacimiento Numero 834. J. Angel Ruvalcaba 5a del Centenario No. 917. AGUASCALIENTES. 15.30. In meeting last night executive council accord to address you to matter request your attention to American Railway strike prohibit our elements go to break strike



Photo of Union Boiler Makers of Aguascalientes, Mexico, Parading in Sympathy with the Striking Shopmen of the United States, Held Aug. 1. The Banner Appearing Is Official Boiler Makers' Banner.

in attention of will be to start a formidable strike of 400,000. (Four hundred thousand) Shopmen in the United States, because of reduction of wages.

To request all the companions who compose this Society not to go to any country to serve as "Scabs" and herewith to demonstrate our love to the Workingman Cause, and we set up a degree more in our organization before the eyes of our neighbour and the whole world.

In continuation you will permit me to transcribe integral message from Executive

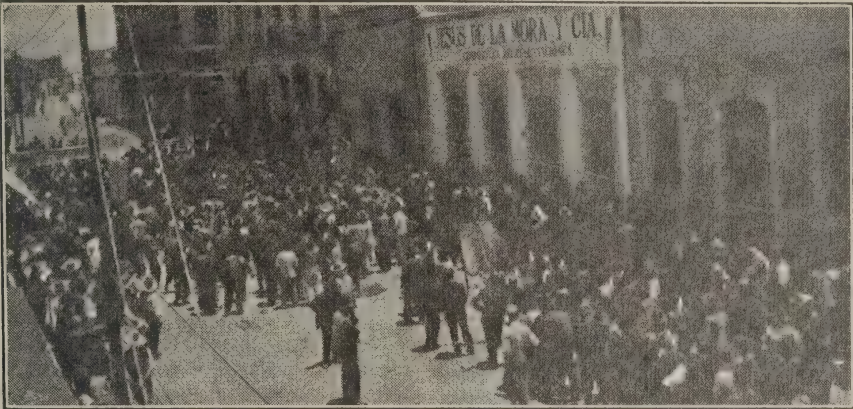
there, given our workingman Solidarity. ACV. 1-4-8- A. Carrillo Vargas. Franquicia No. 134-25-53."

To amplify more the matter which I am referring to in this circular I am so glad to transcribe too integral the document which was received for the Companion Manuel I. Ortega from Mr. James B. Casey of Kansas City which talk the same matter, this to take in account the matter more exactly.

"Sr J. Angel Ruvalcaba—Srio Gral H. C. M. -Presente-Business: Petition. Companion:

Greeting! Because I think it of interest for the collectivity in general, to permit me to communicate I have received correspondence from Mr. James B. Casey, Kansas City, Kansas, U. S. A. In where he communicate to me among other things and he ask

way men have voted on the question of striking also, but the order has not yet been put in effect. The Labor Board was created by the Government and they have arbitrarily taken away many of the rights enjoyed by the railroad employes for a good many



A View of the Parade in Front of the American Consulate. Ten Trades Were in Line to the Number of About 4,000 Men. Parade Started at 10 o'Clock in the Morning, the Men Losing 2 Hours' Work. Similar Parade Took Place All Over Mexico at the Same Time and About 45,000 Participating.

our union by conduct that fellow workers don't go to work to United States or repair engines from there in account the shopmen strike that is on or to be on which number to cover 400,000 workers. The letter received said the follows:

years, and this is the second reduction of wages order by it in the last twelve months. I have no doubt that the men will respond to the strike call fully. I hope you will advise all your members to remain away from railroad shops until the matter has been



Another View of the Parade.

"As for conditions there they are very much upset at the present time, and as I write shopmen in all the railroad shops of U. S. are scheduled to stop work because of a reduction in wages order by the Labor Board to be put in to effect this morning. This will involve something like 400,000 men. Another 400,000. of maintenance of

satisfactorily adjusted which I hope will not be very long."

Regarding to this letter I received from Mr. Casey I believed it is our duty to send words to every one of our lodges principal to places near the border line and this way will show our brothers, from across line the solidarity we stand and we understand that

every one of us will be obligated to impart to all workman of our craft.

Yours very truly,

FAITH IN THE FUTURE

Aguascalientes Julio 7th, 1922.

The Cashier:

(Signed) MANUEL I. ORTEGA.

Without matter I expect that you give compliments with all the things I ask in this letter.

Yours very truly,

FAITH IN THE FUTURE

Aguascalientes, July 7th, 1922.

General Secretary:

(Signed) J. ANGEL RUVALCABA.

Bolton Street, Newcastle, Australia.

Dear Sir and Brother:

Your letter of June 9 reached me today, and I have also received the June issue of your Journal, for which I thank you.

I am pleased to learn that the Iron Trades show some signs of renewed activity in your country, and that the iron and steel mills are resuming operations. Unfortunately, matters show no signs of improvement here in that respect, and our mills remain practically closed down. The management assert that they cannot compete on favorable terms with other countries, particularly England and Belgium, unless the basic wage of £3-10-0 per week for laborers is accepted by their employees, a reduction in the present price of coal by from 4/- to 6/- per ton, for large and small coals respectively, and substantial reductions in freight on the railways conveying their raw materials and finished products to point of delivery. The Board of Trade in this state declared the living wage to be £3-18-0 per week in May last, and since that time, owing to dry weather and winter conditions in the country districts, the cost of living shows an upward tendency. In the face of this the steel works management require their employees to accept 8½% per week less than the living wage. The reduction in the price of coal will be consequent on a reduction in the hewing rates to miners, and the colliery owners are seeking a reduction through the Coal Tribunal of 33½ per cent in the wages paid to mine employees. The Mining Unions are resisting this claim, and it is quite on the cards that we will have a strike before the business is finished. The steel industry unions are negotiating with the state and commonwealth governments to try and relieve the situation insofar as protecting the industry from "dumping" of other countries is concerned, and with the managements to try and arrive at some satisfactory wage conditions in order to reopen the works. As the local steel works employ over 5,000 men in full operation, it will be seen that it means a good deal to this district, industrially, whilst the works remain closed.

The press cables announced your strike on the railroads a few days ago, and no doubt you have plenty of trouble on hand

now with your members involved in this struggle. I sincerely trust that some good will be achieved by the unions taking the strike ballot.

The railway commissioners in this state (N. S. W.) have filed claims in our arbitration court for a reduction of 4/- per week in the rates of all their employees, in accordance with the Board of Trade declaration of the living wage. Our members will be affected by this cut, but in view of the stagnant condition of the trade, and the broken "morale" of the men, they are likely to accept it without a fight of a serious nature.

Our reactionary government commenced business yesterday when the state parliament opened. They intend to repeal all the acts passed by the late labor government as soon as they can. The repeal of the measures which gave the workers the benefit of the reduction in the standard working week from 48 hours to 44 hours is to be enacted. We have enjoyed the shorter week for 12 months, but fear that it will soon be a thing of the past. The fair rents act passed by the labor government to regulate the amount of rent which landlords could charge their tenants, is also to be repealed, so that the rent lords can have a free hand with the workers. The profiteering prevention act, designed to prevent overcharging for the necessities of life, and which proved of vast assistance to the workers in keeping down the already high cost of living, is also to be scrapped. The State Bakeries, which gave cheaper bread to the people than private enterprise could, or would, give, have been closed down by this crowd of boodlers, likewise the State Timber Mills, which gave workers an opportunity of securing building materials at reasonable rates, compared with the charges of the timber combines. The State Brickworks have been closed and are to be sold out.

The question of the proposed amalgamation of unions in the metal industries is being determined by means of a ballot which is being circulated among all the unions this month. It closes on July 31, and a conference of two representatives of those unions who decide the question in the affirmative will be held later on to draw up a constitution, etc., for acceptance by those concerned. It seems to us that if we are to preserve craft unionism in this country it will be necessary for such organizations to get closer together than they are at present, otherwise the industrial unions will swamp our membership in the various industries, to their detriment.

I note that you propose to forward me a copy of the report of the convention of your Railway Shop Crafts, and will be glad to see the arguments in that connection. This will no doubt reach me later. I also thank you for turning over my letter to Secretary-Treasurer Flynn.

With best wishes to yourself and comrades, yours fraternally, J. O'Toole, Gen. Secy.

Wellington, New Zealand.

Dear Sir and Brother:

I received a letter from you some time ago. I regret not having replied earlier; in fact, I thought I had done so until I looked up my file to see when I had last written you. I also acknowledge receipt of Journals to May, for which I thank you.

Since my last letter industrial matters have been rather complicated, all the larger organizations have been forced, under the arbitration act, owing to the economic conditions prevailing here, as in other countries. The P. and T. Department had decided to affiliate with the Alliance of Labor by a large majority. Employers and other business interests have stamped parliament to stop the affiliation, petitions being

taken around by officials of the government to each individual to sign opposing the affidavits.

The Tramway men are at present being forced under the act, and are taking a strike ballot, so that we may have trouble. All Civil Servants have suffered a reduction of 1-8 per day since January, outside labor a reduction of 1/- per day since April. At present labor is concentrating its efforts on the general election in December, and have just recently won two by-elections.

I have posted under separate cover copy of a report issued by Labor Department on the recent bonus reduction; also Railway Journal, giving information as to labor matters in this country. Kind regards. Yours fraternally, P. E. Warner, Secy.

In Memoriam

Notice of the following deaths of members and relatives of members have been received, with suitable resolutions of sympathy:

Members.

Bro. Patrick P. Reardon, member of Lodge 21, Brooklyn, N. Y., died May 27, 1922.

Bro. E. P. Butler, member of Lodge 292, Parsons, Kans., died from accident recently.

Bro. Robert Hogart, member of Lodge 615, Syracuse, N. Y., died July 19, 1922.

Bro. Fred W. Rodemer, member of Lodge 264, Richmond Hill, L. I., N. Y., died July 1, 1922.

Bro. James F. Gerken, member of Lodge 402, Portsmouth, O., died recently.

Bro. James A. Goff, member of Lodge 404, Newton, Kans., died recently.

Relatives of Members.

Infant daughter of Bro. and Mrs. Horace Harris of Lodge 615, Syracuse, N. Y., died recently.

Mrs. L. J. LeBlanc, wife of Bro. L. J. LeBlanc of Lodge 320, Meridian, Miss., died July 27, 1922.

Mrs. Anthony, mother of Bro. Geo. Anthony of Lodge 622, Columbus, O., died July 12, 1922.

Co-Operation

CO-OPERATIVE TAILORS SUCCEED IN CLEVELAND.

Starting less than two years ago with \$200 in cash, the Cleveland Co-operative Tailors have successfully overcome the many obstacles which abound in any new co-operative field, and have just announced a campaign to provide hand tailored suits to the public at a price never before touched by the private-profit tailors.

Like many other co-operative enterprises, the Cleveland Co-operative Tailors grew out of a struggle of the local Tailors' Union with the employers to maintain decent hours of labor and a living wage. It was incorporated under the laws of Ohio in November, 1920, with a capital of \$10,000 divided into \$10 shares. The first six months its business reached \$8,000. Although the ensuing industrial depression temporarily held back its development, it is now furnishing not only suits, but shirts, collars, socks and other articles of apparel, all union made, at an appreciably lower price than they can be purchased in private stores.

Co-operative tailoring is almost untried

in this country, but has long been established successfully in Russia and Germany, where some of the largest establishments are conducted entirely on the co-operative basis. Some years ago a co-operative tailoring shop was successfully founded in Rochester, and more recently a similar business was organized by members of the Amalgamated Clothing Workers of America. The Cleveland Co-operative Tailors, however, is the first of its kind in the country to be founded on the Rochdale plan, whereby earnings are shared with customers in proportion to the amount of their purchases, the same rate being paid to all, whether they are shareholders in the enterprise or not.

Groceries, meat, milk, bread and clothes—these are the prime necessities of life which co-operation can supply more successfully than can private profit concerns, because its aim is quality and service for the consumer rather than the biggest possible profits for the merchant.

BOGUS CO-OPERATIVE BANK PROMOTED IN DETROIT.

Four "fiscal agents" promoting an alleged co-operative bank in Detroit are asking the workers and labor unions of that city to invest their hard earned money in shares of the "Union Co-operative League."

A careful examination of the prospectus and "fiscal agents agreement" of this organization by the officers of the All-American Co-operative Commission of Cleveland indicates that it provides neither for a co-operative bank nor for any other genuine co-operative enterprise. It is a plan for the promotion of an investment corporation pure and simple, in which the four insiders get well paid for the organization and the workers get the experience. The "fiscal agents agreement" provides that these four promoters get 15 per cent on all stock sold "at this time or in the future," this commission to be paid from the first money received from the shareholders, whether the corporation sinks or swims. No genuine co-operative organization would ever pay such a fat bonus to promoters. When the workers organize a co-operative enterprise, every cent of their money ought to go directly into the business.

The proposed "Union Co-operative League" does not promise to organize a co-operative bank. Its prospectus merely says that it may acquire, operate and sell

"real estate, industrial, commercial, agricultural and financial projects, including banks, trust companies, insurance companies, etc." This vague, indefinite and uncertain statement does not even mention co-operation. Furthermore, the All-American Co-operative Commission points out that the workers have no voice whatever in the organization of this "co-operative" league. The complete power, including the right to expend the moneys collected prior to organization, is vested in the four fiscal agents and the trustee whom they select. The essence of co-operation is democratic control and not arbitrary rule by trustees or self-selected "fiscal agents."

The only "co-operative" feature of this organization is a thinly diluted statement that "the excess earnings shall be shared among all interested in this association." How are they to be shared? On what basis? Who constitute "all interested in this association"? It is specifically stated what compensation the "fiscal agents" are to receive and from what funds it will be taken, but there is no definite provision whatever for the genuine co-operative distribution of savings or profits. Furthermore, what "excess earnings" are is not explained. When the incorporators have taken out their fees there may be no "excess earnings" to distribute.

ARKANSAS FARMERS FOUND CO-OPERATIVE BANK.

The first farmers' co-operative bank in America has just been organized at Conway, Ark., by members of the Conway Farmers' Union, announces the All-American Co-operative Commission of Cleveland. The bank is capitalized at \$50,000 under a state charter. Already half of the capital has been bought by more than three hundred farmers of the community. The bank has secured premises in Conway and will begin operation by September 1. Every one of the offi-

cers are prominent farmers of Faulkner county.

The Arkansas farmers are on the right track. The question of ample credit for farmers will never be solved in this country until the farmers themselves learn to mobilize their funds in their own co-operative banks. The farmers of Denmark, Germany, Belgium, France, Japan, Czechoslovakia and many other countries have long ago learned this fundamental lesson in finance.

CO-OPERATORS SUPPORT "NO MORE WAR" CAMPAIGN.

The co-operators of Europe have joined hands with labor and religious bodies for a united "No More War" campaign upon the anniversary of the outbreak of the world war in Europe, July 29 to August 5. Public demonstrations will be held, including parades, meetings and addresses to educate the people regarding the cost of war in blood and money and the futility of securing righteousness by appeals to force. Euro-

pean co-operators are united in a demand to the legislatures of their respective nations treaties of arbitration concluded among the great nations. Postcards, letters, telegrams and other means of appeal are being used in this campaign. Since the goal of co-operation is a world brotherhood, the "No More War" campaign is simply a concrete expression of the co-operative ideal.

IRISH GOVERNMENT AIDS CO-OPERATION.

The Irish Provisional Government has just granted £5,000 (\$22,500) to the Irish Agricultural Organization Society for co-operative education and research. The Agricultural Organization Society is the Irish farmers' co-operative association founded by Sir Horace Plunkett twenty years ago. It now has 156,000 farmer members operating

hundreds of co-operative creameries, stores, factories, egg markets and other enterprises. The generous grant from the new Irish government is a recognition of the valuable services being rendered by the society, as well as a tribute to the importance of co-operation in the development of the new Irish state.

CANADIAN CO-OPERATORS TO HOLD CONGRESS.

The Executive Board of the Canadian Co-operative Union has just issued a call for the annual congress of the union to convene in the city hall, Woodstock, Ont., on September 19 and 20. The Co-operative Union is a national alliance of farmer and labor co-operatives for co-operative education and promotion, similar to the All-American Co-

operation Commission in the United States.

The Executive Board also adopted a resolution urging the forthcoming Canadian Trades and Labor Congress to adopt a co-operative program to be worked out in harmony and co-operation with the Co-operative Union.

CO-OPERATIVE SECRETARY BECOMES BRITISH KNIGHT.

In recognition of his fifty years' service as secretary of the British Co-operative Wholesale Society, Thomas Broderick has received the honor of knighthood from King George of England at a presentation in Buckingham Palace. "Sir" Thomas Broderick, as he is now entitled to be called, is

known throughout the co-operative movement as one of the most democratic and simple-hearted of men. A long lifetime of unselfish service in behalf of his fellowmen has certainly entitled him to whatever honor the accolade of knighthood conveys.

CANADIAN CO-OPERATORS FORM PROVINCIAL UNION.

The co-operative societies in the Canadian Province of British Columbia have just formed a union to promote their common educative efforts and secure greater economy in the purchase of supplies. The or-

ganization is affiliated with the Co-operative Union of Canada, which corresponds to the All-American Co-operative Commission of Cleveland as a national union of farmers' and workers' co-operative societies.

News of General Interest

RAIL AND COAL SHORTAGES WILL BE REFLECTED IN BIG INDUSTRY.

(By International Labor News Service.)

Washington, D. C.—Some unemployment is likely between now and January 1 as a result of the rail and coal strikes, but the investigations of the International Labor News Service do not indicate any serious situations unless railroad executives force postponement of a settlement of the railroad strike.

Now that the coal strike is practically over, there is no likelihood that any industrial plants will be closed down for any considerable period because of lack of coal. Shut-downs will occur here and there, but this kind of unemployment is not due to hopeless stagnation, and therefore is only temporary.

Substitution of bituminous for anthracite coal will cause inconvenience to individual householders, but this condition should be terminated in all parts of the country in a short time.

The determining factor in the industrial life of the United States for the next few months will be the inability of the railroads to supply cars for the transportation of coal and other commodities. This condition is not a result of the coal and rail strikes—although these will have tended to increase the acuteness of the shortage—but is a situation which has been inevitable for months. The renewed industrial activity of the country has been creating a car shortage. An extraordinary car shortage

was due this fall if conditions continued to improve.

Reports Show Car Decline.

Reports just filed by the carriers with the American Railway Association show that on July 31 there were 28,395 less surplus freight cars than at the end of June. On July 31 there were 131,267 surplus coal cars. In a week or two there will be no surplus coal cars, and the priority orders of the Federal Fuel Distributor indicate that all cars suitable for coal transportation will be allocated to the coal industry.

Coal car allocations and priority orders of all classes are likely to hit the building industry harder than any other for a time. After discounting all the difficulties which the building industry will have because of failure of cement plants to get coal in large quantities, because of failure to get transportation for building materials, such as sand, stone, steel, and lumber, it appears that the result will be a temporary checking of the extraordinary activity of the building trades at its peak. Building has been so heavy throughout the United States during the year that surplus supplies have been consumed. The Portland cement industry, for instance, has been shipping out more cement than it has produced every month since April and has not caught up with the demand. A three weeks' surplus is all that is now available.

Protest Priority Orders.

Every organized industry in the United States has been protesting the priority orders of the Federal Fuel Distributor, each industry urging for itself a preferred classification. The arguments have been similar to those of the construction industry, which is insisting that unless the orders are modified there will be a shut-down of four-fifths of the construction projects under way east of the Mississippi River, involving probably idleness of 2,800,000 workers.

The situation demands, however, that the government maintain its priority schedule. Certain classes of coal consumers must first be served. There is nothing to prevent any

coal consumer getting coal after the most vital needs are cared for. No classification of the relative importance to the country of individual industries has, or will, be attempted. "My job is of greatest importance to me," is the point of view of every worker, and he would object to the government classing his industry as non-essential. There is no such classification in peace times. A scramble for coal on the part of industries not given priority is therefore inevitable. A similar scramble for freight cars is also inevitable. There will therefore be no idleness for either coal workers or rail workers for a long time to come.

TEXAS STRIKERS HOLD LINE REMEMBERING "KATY" TACTICS; FARMER-LABOR LINE-UP STRONG.

(By International Labor News Service.)

Houston, Texas.—Striking shop craft workers of Texas are holding the line solidly. There is no break at any point.

Employees of the Texas Pacific and the M., K. & T (the Katy) are standing firm with a full consciousness of the justice of their cause. Grievances against the Katy line are particularly remembered because the road is operating under a United States receiver with a guarantee of six per cent earnings, permitting flagrant stock watering and unreasonable valuation and deterioration figures.

The road farmed out its big shops at Dennison, Texas; Parsons, Kan., and Sedalia, Mo., and disregarded the orders of the Railroad Labor Board for the restoration of 1,400 locked out workers. This arbitrarily took away from these men hospital privileges, medical attention, old age pensions, and transportation and subjected them to hardships, indignities and mistreatment.

What Receivership Did.

The Federal receivership enabled the Katy to bring in a tatterdemalion crew under the guise of United States deputy marshals. This spectacle, however, failed to overawe the populace which recognized the gunman character of the crew brought in by the Katy.

The farmers' union of Texas are solidly supporting the strikers, sending into the cities and towns truck loads of food which

are distributed from central store houses.

The strikers in turn are helping the farmers in the care and harvesting of crops. Organized farmers and organized workers are holding great joint meetings in which a new understanding and solidarity is rapidly developing.

The railroad officials freely state that had it not been for the farmers the strikers would have been starved into submission long ago.

There has been no violence on the part of the workers but on the contrary there has been splendid discipline everywhere.

Frame-Ups Are Fizzle.

The usual frame-ups on the part of agents provocateurs in a manufactured atmosphere, with gunmen surrounding the shops, have been attempted but have failed in every case. Two assaults reported from Greenville, Texas, were found to be flimsy frame-ups, although they may have been successful for railroad publicity purposes elsewhere.

Engines and cars are in bad condition and constantly become more dangerous. Trainmen and enginemen, aware of the dangerous condition of rolling stock and thoroughly in sympathy with the shop workers, are eager to join in the effort to secure justice for the men on strike.

It is expected that within the next ten days Texas and southwestern railroads will face a crisis from the operating standpoint.

FARMERS FEED STRIKERS!

(By International Labor News Service.)

Washington, D. C.—Advices reaching A. F. of L. headquarters from the southwest describe a movement for the development of co-operation between wage earners and farmers that may have far reaching consequences.

The farmers are feeding the railroad strikers!

The movement began in Texas and is spreading through the whole southwest.

Farmers, through their organizations—the Farmers' Union in Texas—are bringing in great truck loads of provisions. These provisions are placed in vacant warehouses

and stores and systematically distributed to strikers.

In turn, strikers are being detailed to visit farm sections to help with caring for and harvesting crops.

A movement of co-operation and understanding has sprung up that may make itself felt in politics. Nothing like it has been known before, according to advices from the southwest.

In Texas, it is reported, in defiance of the famous "open port" law, as many as ninety-eight per cent of stores in some towns display placards expressing full sympathy for the strike.

Press Comment on Shopmen's Strike

MAKING INDUSTRIAL HISTORY.

With the movement of troops, together with well advertised conferences by public officials, pronunciamientos by the government, emergency control of coal and a pooling of railroad equipment, a man from Mars would believe this old U. S. A. was surrounded by foes.

Instead, all the trumpery and noise is caused by an attempt to break the nationwide movement of coal and railroad workers to secure a living wage.

Every effort is being made by government officials and employers to break these strikes, but no attempt is made to settle them.

The contract between miners and central competitive field coal owners has been entirely overlooked by those who would apply force to drive these employes back to the mines. This contract was underwritten by the government and provided that at its expiration (March 31, 1922) both parties should meet to arrange for a new contract. No mention is made of this contract by those who are hurling proclamations, troops, injunctions and misleading propaganda at the miners.

The railroad shopmen are victims of the same methods, and the rail managers with an impudence that can only come from United States treasury raiders, declare that the railroad strike is not against them, but against the government.

The strikes are nation-wide, reaching from the Atlantic to the Pacific, and from the great lakes to the gulf. Approximately 1,000,000 men are involved, yet there has been, comparatively speaking, no violence, despite detectives and agents provocateur.

Nothing in the world's trade union history can compare with the large area covered, and the order maintained by these million workers, who are presenting a marvelous exhibition of solidarity and discipline.

The strikes have demolished the anti-union campaign so ceaselessly waged since the armistice. The silence of these anti-union elements indicate their bewilderment at this solidarity, which has been so unexpected by them.

Another pet theory of anti-unionists that has been demolished is the cry that "free men" will work if assured protection. Troops are now overrunning western Pennsylvania, but despite a profusion of soldiers, American flags and blessings from the White House, the union miners have not returned to work; and the same holds true in West Virginia where cossacks, deputies and guards swarm the coal fields and injunctions are being ground out galore.

The exposure of this pet claim of anti-unionists is one of the hardest smashes they have received.—The West Virginia Federationist.

PUBLIC HAS DUTIES IT CANNOT IGNORE.

Editorial Exposes the Unfairness of Those Who Talk of the Rights of the Public in Strike Times.

Philadelphia.—"The public cannot repudiate its duties and at the same time insist on its rights," declares the Catholic Standard and Times, in a leading editorial which exposes the unfairness of those who talk about "the rights of the public" in strike times, but never refer to the duties of the public when no strike is on.

"The public, of course, resents the inconvenience to which it is put by reason of the strikes. It demands consideration of its rights. But what does it do to secure the rights of the workingman?" asks the editor.

"Is it at all concerned that the laborer receive his just hire, as long as it enjoys peace and well being? The object of society is to protect the rights of all, and to see that no injustice is done to anyone. If it neglects its duty it need not be surprised that the injured party will try to secure his own rights regardless of the welfare of society.

"If the community at large persistently tolerates abuses and wrongs against any section of its members, that section, in seeking relief from these abuses and wrongs, does not consider the inconvenience of the community.

"The public must realize that if labor has duties towards society, society also has obligations towards labor. The public cannot repudiate its duties and, nevertheless, insist on its rights. Unless, therefore, we one and all unite in supporting the claims of the worker to a fair share of the goods of life, both material and spiritual, we ourselves are to blame for the effects of his resentment, for we are siding with those who refuse him justice and fair dealing.

"This side of the problem has been conveniently overlooked by the public. It is time it should awaken to its grave responsibility."

TAKING IT OUT OF WAGES.

The rights and wrongs of the railroad situation, whatever they may be, will be tested sooner or later by this truth: Competent management never draws its operating capital out of the pay envelopes of its employees. The very cheapest way and the most stupid way to make both ends meet is to cut wages. There is something so supremely futile about it that it is no wonder the railroad managers got the government to make it appear official by having a government department approve the cut. It was as unjust to the government as it was to the men and to railroading as a service. Railroading as a service would never have

needed to cut wages. Railroadings as a service would have been able to raise wages and reduce freight rates. It is not railroading that is responsible for what has been done; banker management and stock-jobbing and wholesale dividend-driving are responsible. The strike that should have occurred long ago was the strike of the real railroad managers against using railroad properties as the roulette wheels of the stock market. Such a strike would have prevented what has occurred the last ten years, and would have saved our railroads. As it is now, they have lost their chance. Railroads now are not good enough even for Wall Street to take a chance on. Wall Street values the "movies" at a higher rate.

For the sake of the day's business, the strike ought to be settled now. For the sake of next winter's coal for the people, the strike ought to be settled now. But in the wider problem involved the strike means nothing and will settle nothing. Stronger forces than a strike are at work to abolish the basic irritant of the entire situation.—The Dearborn Independent (Henry Ford's Paper.)

WILL THE SHOPMEN WIN?

The newspapers present a curious mixture these days. In large headlines they announce that 60 per cent of the striking railway shopmen are back at their benches, with the strike "practically" broken, while on one of the inner pages you find a long list of trains annulled, engines dead in the yards, and crack limited trains running one to six hours late. You can pay your money and take your choice.

Those who know the mettle of the shop crafts and the condition of railway equipment cannot doubt that they will win the strike. "Let it be said now and for all time," said President Jewell of the Railway Employees' Department of the A. F. of L., replying to the press propaganda, "that the strike will not be called off and the men will not be ordered back to work until justice has been obtained. The railroad managements, if they wish, can settle this strike."

The shopmen are sticking, and they will continue to stick until they get a just settlement. The miners and textile workers, handicapped by months of low earnings and with a large foreign-born membership, are now entering on the fifth month of their struggle for a decent standard of living. Does anyone think the shopmen will do less?

The shopmen need not worry that the railroads will get other men to take their jobs. They may pick up human odds and ends temporarily to occupy their places, but there is a vast difference between taking a man's place and performing his job. The rapidly increasing number of annulled trains prove that the shopmen's jobs are not taken. Bad order equipment is piling up at an alarming rate. "Two weeks more of this," said one of the best informed railroad men

in the country unconnected with the strike. "and even the through trains will be taken off." For one thing the railroads' supervising officials are breaking down under the strain. They are simply hired men, just like the shop employees, only with slightly higher pay. Even in normal times they are overloaded and overworked, with no union strong enough to protect themselves. They know only too well that if the wages of the shop employees are slashed, their pay envelopes will be next in order. They are now working inhumanly long hours, with conditions growing worse. Their hands are weary and their hearts are heavy. They cannot stand the present strain much longer.

No victory worth while was ever won without sacrifice. It may take many weeks more of self-denial and privation before the shopmen bring the railway executives to the negotiation point. Meanwhile nothing will so add to the stamina of the shopmen as the knowledge that they have the staunch moral support of their brother workers of all crafts.—Locomotive Engineers Journal

THE STRIKES AND THE COUNTRY.

Up to the moment this is written the country has never seen a menace of industrial breakdown so incompetently handled by the Federal Government, as are the twin strikes of the coal miners and the railway men. Hesitancy and uncertainty, contradictory attitudes, have marked every statement and every move, the Administration appearing to be swayed by any and every advisor that got its ear. At this writing Fuel Administrators have been appointed, which cannot be interpreted as anything but a surrender before a defeat. The American people must regard with chagrin the feeble hands that grope and fumble around the nation's helm.

The Government itself is "in wrong" to begin with. It was with Government approval that the railway workers' wages were lowered when it was absolutely certain that such an act would precipitate a strike and a tie-up. An agency of the Government undertook to do the dirty work of the railway owners, to give a corporation act the aspect of a Government edict, and now that the strike has come, there are United States officials silly enough to say it was a strike against the Government! Committed to the railway owners' side of the wage disputes, the Administration must back up its folly or repent—and repentance is about the last thing to expect in affairs of this kind.

And not the Administration only, but the associated powers of wealth and exploitation must share the very serious responsibility. There is no doubt at all that this strike is part and parcel of the process of "deflating labor" which was begun so deliberately and carried on so heartlessly at the close of the war. It is even now being whispered across the country, as a kind of secret campaign argument, that manufacturers—especially

manufacturers—must be patient with the present destructive situation because it is only part of "the program of putting labor where it belongs." It is openly charged in various reports in the hands of the President that these strikes were desired by the owners of railroads and mines. The strikes were desired by the railroad owners because they would encourage by fair means or foul the government purchase of the roads. And the strikes were desired by the mine owners because of an intolerable condition which has been fastened on coal mining. The railroads are so decrepit that even Wall Street has discarded them in favor of the movies, as investment propositions. Coal mining has been so separated from the public by a brokerage system that only drastic readjustment can be of any use.

In both of these instances, however, the Administration is not blameless. The time for a Government to act is before the catastrophe, to prevent it. The Administration had full knowledge and ample warning of what was to occur; it knew the protest of the railway workers uttered at the time a Government agency was busy slashing \$600,000,000 off the workers' annual income; it knew the situation with regard to coal; yet not by one act of forethought or one step toward prevention did it seek to forestall what it clearly saw would occur, and what it must have known the enemies of labor dearly desired to occur. No amount of tardy bluster and fluster will make up for that.

In the railway matter the wages of the men must be put back. The strike is wrong, but the men are right. Railway management has made its last confession of absolute failure when it takes its working capital out of the pay envelopes of the men. The salvation of the railroads does not lie in that direction. Reduction of wages and increase of rates is certain suicide. Reduction of rates, increase in the quality of the service and higher wages are the guaranties of railroad prosperity. Minds of the old order cannot see that, but it is the truth of railroad-ing.

And when the service is resumed, the Administration will have no right to light a cigar, sit back and congratulate itself. Settling a strike doesn't mean anything any more. Too many strikes have been settled without touching the sources of the strike. The annual chokings of the nation's life have been intended by certain concealed forces as rehearsals for a final choking which should inaugurate a national struggle for life. Strikes grow more numerous and threatening every year, not because labor grows more threatening, or less American, but because each succeeding strike has a deeper alien fringe around it and is a signal for the activity of Bolshevik and anarchist groups that are not related to the strike at all. These latter come out under cover of the strike season and spread their poison. And each year they find their prospects better.

The Administration has been so busy with Russia that it has had little time to give to America. Who is it, anyway, that is so interested in keeping our national eyes overseas when they should be scrutinizing affairs at home?

As to the coal situation, the conditions of coal mining are and always have been a disgrace to a civilized people. We have enjoyed our coal at too great a cost of flesh and blood. We have permitted our public press to degrade the name of miner until it means little less than outlaw. We have forgotten that the best of the British stock comprise the bulk of our mining forces—Irish, Welsh and Scotch—men whose minds are fit soil for the seeds of liberty and Christian justice. We have thought, because they belong to one of the most ancient trades in the world, the trade of mining, that anything was good enough for them and that they must somehow be themselves to blame or they would not have so many sufferings. And that is about the total extent of the public's contribution of thought to the mining problem.

The mine owners want a strike because it will reduce stocks, make coal scarce and raise prices. There is colossal irony in the fact that the country faces a coal famine because there is too much coal. There is so much coal produced and so many mines running that, in spite of the high daily wages paid to miners, the days' work are so few that in West Virginia last year miners earned \$500 and in Illinois \$1,000—the lowest and highest figures for a year's income. And in earning that pittance 2,500 were killed and 30,000 injured!

The miners produce coal at the highest cost of \$2.91 a ton, often at a much lower cost. And that coal sells for \$11 to \$14. When the Federal Trade Commission tried to discover where the \$8 and \$11 difference went, an injunction stopped them. The President knows all this—it is before him in reports!

And yet the owners of the mines do not get all this excessive profit. The owners and miners produce 700,000,000 tons of coal annually in a country needing only 500,000,000 tons. Fully 40 per cent of the coal mines are not needed. But they are all working. And the anxiety of mine owners to sell their coal is as great as the anxiety of consumers to get their winter's supply. What is the explanation of this strange state of affairs? The Man Between, the Broker, the Coal Speculator—he is the explanation. It is the old story which Dearborn Independent readers know very well by this time: the breed of those who wedge themselves between the producer and the consumer, to make them both enemies, start them both fighting, and reap shameful profits from the struggle. That is the heart of the coal strike. And the President knows this, too!

There is a philosophic view of all this chaos which is difficult to take when one considers the mental distress of the country

and the colossal stupidity which causes it; yet the true American, retiring from the heat and anxiety of the present jumble of things, must reflect that perhaps all these things must come, and must grow increasingly worse, until the blindness of our people be broken through and until they see that they are not the helpless victims of universal law, but the sport of greedy men. These thoughts have been hushed of recent years because some have denounced them as bearing kinship to the "reds." Let all those who think to shelter greed behind the plea of loyalty, let all those who would cloak commercial sin in patriotic pleas, learn this, and learn it well: when the overturn comes which shall straighten up our country, and drive forth from its bounds all things that corrupt and strangle it, it will not come from the "reds." The "reds" never yet destroyed an evil, they have only increased the tale of evil. But when the overturning comes it will be due to the awakening of a Christian conscience in our people, a Christian conscience and nothing else, a conscience that will refuse to be beneficiary of blood and tears wrung out of any race of men. That conscience has awakened before the swift and final judgment upon entrenched wrongs and bitterness; it will come again. Today it is the main hope of the nation.—The Dearborn Independent, (Henry Ford's Paper.)

STRIKE OR SLAVERY.

Let there be no mistake about the shopmen striking to secure a living wage. They were faced with the tragic alternative of dragging along for months and possibly years on a wage insufficient to nourish and clothe themselves and their families, let alone educate their children, or else resolutely facing the issue now and undergoing the privation and sacrifice of a strike in

order to gain and hold that decent standard of living to which their labor and American civilization entitle them.

The men did not want to strike. They and their leaders know too well the costs of strikes in hardship and suffering. They used every possible argument before the Labor Board and with the railway executives in order to make this strike unnecessary. Their pleadings and their warnings went unheeded. They exhausted every other argument. They struck only as a last resort.

The shopmen are not bearing this burden for themselves alone. They are defending a decent standard of living for all workers, both organized and unorganized. If they win, the great financial and industrial powers behind the present campaign for the open shop and low wages will find themselves checkmated. If they lose, all workers will lose with them.

The shopmen want industrial peace. They want friendly and harmonious relations with their employers. They do not want to inflict any unnecessary hardship upon the public.

But industrial peace is not so dear that it can be purchased at the price of economic slavery.—Locomotive Engineers Journal.

Right Back at Him.

An Englishman, talking against many things in America, happened to say to a friend: "Why, even your newspaper boys can't take a joke!"

The Englishman agreed and stepped up to a newsie, saying, "Hello, youngster, look at your nose and tell me what time it is."

The boy quickly replied, "Aw, look at your own, mine ain't running."

By helping others we help ourselves. Always demand the union label. Look for the shop card and working button.

Lodge Notices

Lost—Receipt Case—Welch.

Bro. J. G. Welch, Reg. No. 97636, reports the loss of his receipt case and receipts around Superior, Wis. Finder will please return to E. A. Bjerke, Secretary Lodge 519.

Harnett—Lodge 582.

Any Secretary taking up the C. C. of Bro. J. P. Harnett, Reg. No. 52589, please hold same and correspond with the Secretary of Lodge 582, as this brother left here owing Bro. Ben L. Cambre the amount of \$11.75, which Bro. Cambre signed his note for. W. L. Curtis, Secretary.

Schultz—Lodge 83.

An erroneous report has been circulated to the effect that Bro. A. M. Schultz, Reg. No. 6754, was working at the Union Pa-

cific Railroad in Kansas City, Kans., since the railroad strike has been in effect. Bro. Schultz has proven to Lodge 83 that he has been continuously employed at the Kaw Boiler Works prior to the strike to this date, and it is the desire of the Lodge to rectify any false opinion that may have gained credence through this rumor. Harry Nicholas, S. B. A., Lodge 83.

Kelly, Et Als—Lodge 16.

Any Secretary taking up the cards of Thomas Kelly, Reg. No. 33870, George Webb, Reg. No. 359023, and John McGee, Reg. No. 290686, will please hold same and correspond with Lodge 16, as these brothers borrowed various amounts of money from Lodge 16 and have failed to pay same back. Hugh Fitzpatrick, C. S., Lodge 16.

Lost Receipt Case and Receipts—O'Leary.

Bro. J. F. O'Leary, Reg. No. 183950, reports the loss of his receipt case and receipts at Dumas, Ark. Finder will please return to J. F. O'Leary, 609 Penn St., Pine Bluff, Ark.

McClellan—His Brother.

Anyone knowing the whereabouts of Wm. J. McClellan, boilermaker, last heard of in Casper, Wyo., and was a member of the local in Baton Rouge, kindly notify his brother, Mike Hughes, 806 Frenchman St., New Orleans, La., as he has very important matters pertaining to him. J. B. Schreiner, Secretary, Lodge 37.

Johnson—Lodge 66.

Any Secretary taking up the card of Bro. F. T. Johnson, Reg. No. 105211, please hold same and correspond with the undersigned. This brother left Crane, Mo., the first part of May deserting his wife and baby. By order of Lodge 66. F. M. Seaton, Secretary, Lodge 66.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.**Carrington—Lodge 307.**

J. C. Carrington, Reg. No. 45685, left Lodge 307 owing it \$20.00, without applying for a clearance card. Any Secretary who knows this brother's whereabouts please notify W. E. Pearce, 327 4th Ave., S. W., Great Falls, Mont. Sec'y Lodge 307. April Journal.

Casler—Lodge 328.

Any Secretary taking up the card of Wm. Casler, Reg. No. 13018, hold same until he squares up for his fare to Mexico by taking the matter up with Sec'y Lodge 328. April Journal.

Boyles—International Lodge.

Any Secretary taking up the card of James Boyles, Reg. No. 40381, forward same to the International Secretary-Treasurer, on account of him receiving transportation from the Santa Fe railroad from Kansas City to Amarillo, amounting to \$21.58, and failing to comply with the thirty-day contract he signed with the employment department.—Wm. Atkinson, Asst. Int. Pres. May Journal.

Lindberg and Dundan—Lodge 481.

Brothers Abden Lindberg, Reg. No. 207496, of Local 24, Brooklyn, N. Y., and Albert Dundan, Reg. No. 309387, of Local 200, Staten Island, N. Y., borrowed \$5 each last July of Lodge 481, Lyndon Center, Vt., which they promised to pay back in six months, but have never been heard from.—O. L. Downer, C. S., L. 481. May Journal.

Kenney—Lodge 160.

Brother M. J. Kenney, Reg. No. 21602, withdrawal card has been revoked until he pays this Lodge \$9.00, which he owes.—Raymond Wise, F. S., L. 160. May Journal.

Wells, Et Als—Lodge 32.

Shirley O. Wells, Reg. No. 840173, left bills in Kansas City amounting to \$65.00. Lodge No. 4 collected \$16.00 of this amount and then released the card. A. J. Ray, Reg. No. 84077, left Kansas City owing bills amounting to \$44.40, clothing, borrowed money and laundry. Two local secretaries have had this brother's card and failed to collect the bills. A. J. Ray is now carrying a letter supposed to be from the Secretary of Local 325, saying that he has paid these bills. Secretaries will please collect these bills before issuing card.—W. E. Dwyer, S., L. 32. May Journal.

Meyers—Lodge 130.

Otto Meyers, Reg. No. 91408, left here owing a board bill of \$38.00. Any Secretary taking up the above mentioned card, please notify the undersigned.—V. H. Hurley, C. F. S., L. 130. June Journal.

Jackson—Lodge 723.

F. L. Jackson, Reg. No. 190393, changed the date on his service letter and secured a pass from Los Angeles, Calif., to Tucson, Ariz., through the efforts of our Chairman. After checking up on the letter and finding it out of date, Local 723 had to pay the S. P. \$25.00 for transportation.—W. F. Reardon, S., L. 723. June Journal.

Platt—Lodge 235.

Any Secretary taking up the card of Brother W. W. Platt, Reg. No. 14744, please hold same and correspond with the Secretary of Local 235, as this brother obtained a pass from here to Atlanta, Ga., under false pretense.—S. V. McDonald, S., L. 235. June Journal.

Black—Lodge 566.

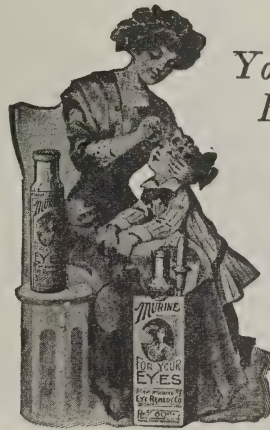
Ed. Black, Reg. No. 417099, owes borrowed money amounting to \$15.00 to E. Brown. Any Secretary taking up his card will please hold same until this debt, contracted Sept., 1920, is paid.—Thos. M. McCabe, S., L. 566. July Journal.

Green—Lodge 663.

Any Secretary taking up the card of Albert Green, Reg. No. 39371, will please hold same until he pays a board bill of \$10.00.—W. Stett, C. S., L. 663. July Journal.

Sili—Lodge 90.

Bro. C. E. Sili, Reg. No. 279068, boiler maker and suspended member of Lodge 90, owes a note at the State Bank of Sugar Creek, Mo., for \$100. This note is past due, and was endorsed by Bros. J. O. Brooks and Lon Keeton. Anyone knowing the whereabouts of these men please correspond with C. G. McCoy, Secretary Lodge 90. August Journal.



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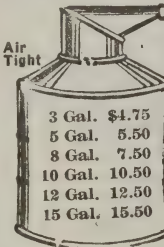
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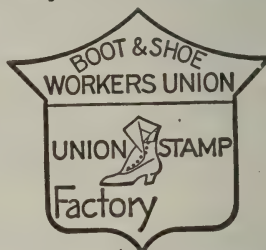
The principal ingredient is an extract from the bark of an African tree. It is said to be the most amazing invigorator ever discovered. Combined with it are other tonic and vitalizing elements of proved merit. In most cases the compound produces marked improvement in a day or two, and in a short time the vitality is raised, the circulation improves and the glow of health is felt in every part.

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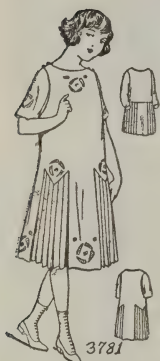
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BOILERMAKER'S JOURNAL FASHION LETTER.

The last word of fashion has not yet been pronounced, so that many variations in color effects, lines and style features appear from month to month in the course of a season.

There is a very noticeable increase in the length and also in the width of skirts, not only in frocks for formal occasions, but also in sports suits, and separate skirts.

The flapper, with knee length skirt, is no longer attractive except to attract attention as behind the fashions, for even the flapper finds that long skirts are becoming to her.

Prints such as grandmother wore, dainty georgettes, crepe chiffons and organdies, are among the pretty fabrics now displayed.

The straight full bodiced skirt is used with a fitted bodice, sometimes finished with a bertha of lace.

Dresses of organdy and other sheer fabrics are adorned with flowers of self-material.

Dresses of black, white and beige lace are fashionable for older women's dinner and afternoon dresses. Brilliant ornaments and metal ribbons are used for decoration.

The peasant types of blouses, one-piece dresses with low bloused waists, and bloused coats of silk and sports materials with peasant embroidery, bespeak the Russian style influence.

Lovely embroideries in color are featured for decorations on dark dresses of wool or silk fabrics.

Black is still prominent (although considered passe) for dresses, capes and other wraps. Bindings, facings, borders or linings in some color are used with black.

A cape of black crepe satin is lined with canary crepe de chine, banded with black.

A dance frock of black crepe de chine has a girdle of satin roses in two shades of green, with green foliage, and strings of jade beads.

Plain and brocaded crepe in blue combine well for a draped evening gown.

4093. Child's Coat.—Cut in 4 sizes: 6 months, 1 year, 2 and 3 years. A 2-year size requires 1½ yard of 40-inch material. Price 12c.

4094. Child's Play Garment.—Cut in 4 sizes: 2, 4, 6, and 8 years. A 4-year size requires 2 yards of 32-inch material. Price 12c.

4079. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. An 18-year size requires 5 yards of 32-inch material. The width of the dress at the foot with plaits extended is 2¾ yards. Price 12c.

4096. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 7½ yards of 32 inch material. The width of the skirt at the foot, without over-lapping portion, is 2½ yards. Price 12c.

3781. Girl's Jumper Dress.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size will require 4½ yards of 40-inch material. Price 12c.

4084. Girl's Dress.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 10-year size requires 2½ yards of 32-inch material for the blouse and 2½ yards for the skirt. Price 12c.

3869. Ladies' Apron.—Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires 3¾ yards of 36-inch material. Price 12c.

3718. Ladies' House or Day Dress.—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires 6 yards of 36-inch material. If made as illustrated it will require 4¾ yards of plaid and 1½ yards of plain material 36 inches wide. The width of the skirt at the foot is about 2½ yards. Price 12c.

Catalogue Notice.

Send all orders for patterns and catalogue direct to the Beauty Pattern Company, Dept. B. J., 7057 Jeffrey Avenue, Chicago, Ill. Be sure to give number and bust measure for ladies' patterns and number and age for children's patterns.

Where two numbers appear on one plate two patterns are illustrated and 12c should be forwarded for each. Ten days should be allowed for delivery of patterns.

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THE BOILERMAKERS' AND IRON SHIP BUILDERS' JOURNAL

OFFICIAL ORGAN OF THE

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IRON SHIP BUILDERS AND HELPERS OF AMERICA**

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ANSWER TO PRESIDENT HARDING'S ADDRESS UPON THE COAL AND RAILROAD STRIKES.

By Hon. George Huddleston, of Alabama, in the House of Representatives,
August 21, 1921.

Mr. Huddleston: Mr. Speaker, it has now been six days since the House convened at the end of the vacation. During that time, notwithstanding the national crisis accompanying the coal and railroad strikes, the Republican leader has been unable to assemble a quorum of the Members. We have done absolutely nothing toward performing the public business. Upon last Friday, August 18, the President addressed a joint session of Congress upon the coal and railroad strikes. Each day I have sought an opportunity to express my views upon the address, but until the present it has been denied me by the majority.

As the President spoke I felt that I knew the unfavorable impression which his address would make upon the laboring men of the country. My thought then has been confirmed during the interval which has elapsed. There have come to me many expressions of indignation and disappointment at the President's statements and the attitude from which he spoke.

I heard the President's address with great sorrow. It made me tremble for the future of my country. I was compelled to visualize the consequences which may follow. The message comes as a firebrand in a house of tinder.

The great employers and financiers are already fired by a class consciousness such as has been heretofore unknown. They appear to have conspired together to put labor under foot, to be determined to drive on with their harsh processes of force until they have the workers completely at their mercy. These powerful groups will draw encouragement from the President's utterances. They will be encouraged to follow on in their headlong and harsh course.

On the other hand, the pressure which

has been brought to bear upon them is forcing men who work for others something of group consciousness and responsibility. The situation between these great opposing forces is critical—it is even perilous to our national welfare. The President's speech will add fuel to the flame and serve to aggravate the already dangerous situation. Carried to their logical extent, the President's arguments will lead not to peace but to strife; not to compromise but to conflict.

President's Address Untimely.

I listened with deep attention to the President's address. I can but characterize it as most untimely. It appears that the coal strike is about to be settled, yet only a small percentage of the disputants have actually agreed. The final effort to settle the rail strike is now at its climax. If settlement fails, it seems probable that other classes of railroad employees will be involved and that a nation-wide stoppage of trains may occur. The strike may easily run to proportions as disastrous as a national war. The President's projection of partisanship and misleading propaganda into the already difficult situation may cause all efforts at settlement to fail.

The evil result which may flow from the President's address is to make worse the present critical situation. Against the deadly harm which may come from the address, contrast the puerile proposals which are made the excuse for it: A coal investigation—what will it avail? It may a year hence afford a basis for legislation—the present situation it can not hope to touch. A coal distributing agency, which the President states will perhaps handle no coal—a mere gesture against profiteering, vague, intangible, not real price-fixing with "teeth"

in it. An act for the protection of the treaty rights of aliens. Why such an act at this time? What has it to do with labor disputes? Oh, it will enable Federal courts to take jurisdiction of strikers charged with violence against aliens, that is why it is desired. The President said so himself.

No; the proposals mentioned in the address are not its reason—they are merely its excuse. The real purposes of the message are: First, for its partisan political purposes, to still the rising storm of public criticism of the complacency with which the administration allowed the strikes to come on and the lack of courage and intelligence with which the administration has met them; and, second, to carry on a propaganda against the strikers by discrediting the merits of their cause and holding them up as violent and murderous men.

"The President Is an Open-Shopper."

I heard the President's message in the light of the views upon labor issues which he has heretofore expressed. I weighed its every syllable. I noted the emphasis upon each phrase. I marked his expression during its delivery. I am irresistibly borne to the conviction that, whether so intended or not, it marks his definite alignment with the open-shop movement. It is impossible, from what I heard and saw, to reach any other conclusion. The President is an "open-shopper"—he believes in the movement—he is supporting it—he is lending the great powers of the Government to its consummation. His gesture of toleration toward labor unions becomes meaningless in the light of the hostility shown in every method, mannerism, emphasis, and argument.

Anti-union propagandists will find the President's address most valuable. They will quote from it gleefully. I predict that they will circulate by tons copies of the address and of extracts from it.

The address was full of the methods of the propagandists as they were so highly developed during the World War. There was the front of impartiality upon a basis of deadly distilled partisanship. There was the reiteration and magnification of alleged cruelty and violence by which the merits of an enemy's cause are sought to be obscured. There was the platitudinous phrase intended to weaken the enemy's morale. There was the commendation of treachery to the enemy's cause. Surely such talent should have been recognized by our Bureau of Public Information.

The President commended the loyalty of those members of the shop unions who remained at work when their fellow craftsmen quit. They had pledged themselves with their fellow employees to strike upon a lawful decision being made to that end. They breached their pledged faith, and they did it for their own promotion, so the President says. That action in his mind

merits the word "loyally." Men have always despised those who broke faith, who betrayed their fellows. Traitors have been hated in all lands and times. It was his breach of faith that makes Judas as the most despicable of all creatures. Informers, spies, and betrayers have always been despised, even by those who used them, and yet for black treachery the President "loyally" uses the noble word which we employ to describe faithful service of our country.

"I Am the State."

The attitude from which the President spoke is well disclosed by his use of the words "Government" and "I." He used them interchangeably and as synonyms, choosing the one or the other merely as a matter of rhetoric or to avoid tautology. The President might well have referred to himself as the "administration." He is not the Government. In using "Government" as meaning the administration he forgets America in his Old World phraseology. There is no "Government" in or of the United States except that composed of three co-ordinate branches, of which the President represents only one—the Executive.

In the United States "Government" means Congress, the courts, and the administration. It is a gross presumption for an Executive to assume that he is the Government, that he speaks for the Government, or that he has authority "to use the power of Government." The President will not use "all the power of the Government to maintain transportation and to sustain the right of men to work." He will use for such purposes merely such authority as Congress has granted him for that purpose. Beyond that the President's peroration is merely idle bluster and rotund platitude.

In his closing words the President promised "to use all the power of the Government to maintain transportation and sustain the right of men to work." Let me remind him that he has no authority in connection with transportation other than such power as Congress, under its constitutional warrant "to regulate interstate commerce," has granted to his office. Let me further remind him that neither President nor Federal Government has any constitutional warrant to protect strike breakers.

The American system of sovereign separate States yet remains. The States having reserved their police powers to themselves are exclusively charged with the preservation of public order. The Federal Government has no right to intervene for the restoration of order except under section 4 or Article IV of the Constitution in the exercise of the Federal duty to guarantee "a republican form of government," to protect the State "against invasion," and, when invited by the State authorities, to protect the State "against domestic violence." The statutes under which the President may intervene under this section are strict and

narrow. In no aspect of the Constitution or law can the President use any of the Federal power for intimidating strikers or for protecting strike breakers. There is, of course, the Federal authority to protect the mails and other property of the Federal Government.

Any attempt upon the part of the President to intervene in the domestic affairs of a State or to busy himself in the preservation of order which may not be in strict conformity to the Constitution and statutes will constitute an usurpation far more serious in its consequences than any disorder of which irresponsible strikers or other persons might be guilty. Such an usurpation, as an act of lawlessness committed by the Chief Executive, would be an offense against our civilization which would overshadow any possible situation of violence at which it might be aimed.

As a statement of the facts concerning the causes for the coal and rail strikes and their progress, the address may be compared to the effort of an adroit plaintiff's attorney. The grievances of the workers were minimized or suppressed while the actions of the employers were placed in a favorable light. Important causes and incidents are ignored entirely. Other factors are exaggerated until the uninformed observer is able to see only a wildly distorted reflection of the true situation.

Facts As to the Coal Strike.

To set the record straight let us examine the facts concerning the coal and rail strikes. By the contract between the coal operators and miners, which expired on April 1, both parties agreed that prior to its expiration they would negotiate for the making of a new contract. The operators refused to comply with this agreement. The President's statement that the miners declined the administration's invitation is most misleading. The miners did not decline; their officials replied that they had no authority to negotiate prior to the national meeting. At that meeting the requisite authority was given, and the miners' officials promptly invited the operators to a conference. The invitation was flatly refused. Again and again the miners' representatives sought a meeting with the operators. Always the latter declined, and so the strike came on.

The President would clear his skirts by recalling the feeble pass made by a member of the administration nearly a year ago, before the miners' officials had authority to negotiate. He ignores the administration's "do nothing" policy during the long following months, when every well-informed person realized that a strike was impending. In January last, in a speech in the House, I called attention to the threatened strike and to the disaster to the public interest which would follow. I implored the President to use the influence of his office to

induce the operators to meet and talk with the miners. I then said that—"common good will and loyalty to the public welfare and to his country demand that the President shall do all that in him lies to prevent this great catastrophe. I say that if the President allows this strike to come on without using his influence with these oppressive employers, without asking the intervention of Congress, without lifting his hand, without doing anything whatsoever, he will mark himself so that he will be known throughout the history of our country."

What I deplored transpired. It remains to be seen whether those responsible will escape the odium which should attach to their conduct.

The real truth about the administration and the coal strike is that the operators had long been seeking a chance to destroy the miners' union. It was their wish that the strike should occur. They desired that the President should not interfere. Some 60,000,000 tons of coal were in reserve. Almost nobody believed that the miners could hold out beyond 30 days. There was plenty of coal for that period. No one would be hurt except the miners themselves, for the operators would be able to sell their reserve coal at an advance.

The administration was complacent toward the coal strike and made no real effort to avert it, because they believed that the operators would win. It was only in June, when production had been cut to a minimum and the reserves were almost exhausted, that the President waked up and began to take an interest in the strike. It was only when the operators and his other big-business friends began to suffer—it was only when the wrong man was down and the ragged and starving miners showed no signs of surrender—that the President intervened.

The President's intervention in the coal strike was practically a proposal that the miners surrender. When they declined he hurled a proclamation like a Jovian thunderbolt at their heads and mouthed threats of soldiers and such stuff. But the miners stuck on. Soldiers dig no coal. There were few strikebreakers for them to guard.

Coal Strike Wholly Unnecessary.

The intervention in the coal strike proved a fiasco, and now a settlement is being made, the same settlement that might have been made months ago. The coal strike was wholly unnecessary. It was undesired by the miners. The pity is that it has caused the poor workers so much suffering. It will cause greater suffering to the public during the coming winter. The blame for it all should be placed, first, upon the operators, whose sole purpose was to destroy the miners' union; and, second, upon a supine national administration, which, out of deference to captains of finance and in-

dustry—its friends and advisers—allowed the coal strike to occur.

The rail strike has been threatened for more than a year. It is not about a matter of mere wages, as represented in the President's address. The strike ballots submitted three issues to the workers: "First, the establishment of unjust wages by the recent decision of the Labor Board"; "second, the establishment of unjust working conditions through the amendment by the Labor Board of certain rules of the national agreement"; and, "third, the contracting out of shops and work by a large number of railroads as a means to evading the application of the law to their properties." A strike was voted upon each issue by from 94 to 97 per cent of the workers. Their officials had no alternative but to comply. But it must be understood that the strike vote was cast out of the exasperation of the employees caused by many acts of oppression committed against them by the railroad executives. The employees had been exasperated beyond endurance by the deliberate violation of their rights and by the evasions, floutings, and violations of the Esch-Cummins Act.

The Socialism of Wall Street.

The Esch-Cummins Act was the longest step into socialism ever taken in America. I apologize to all decent socialists for saying this, for the socialism of the Esch-Cummins Act was the socialism of Wall Street. It was a savagely distorted socialism, not a socialism for the public welfare but a socialism for private gain. Under that law, with its mandate for rates which would yield a profit upon hundreds of millions of watered stock, there was in effect a public ownership, but it was a public ownership under private control and for private and selfish purposes. It was in a sense the equivalent of a purchase of the railroads from the Public Treasury, leaving them under the management of wasteful and incompetent executives who had no public responsibility.

The labor sections of the Esch-Cummins Act were forced into it against the unanimous opposition of the employees. The general public neither knew nor cared anything about these sections. The hand that wrote them was guided by the owners of the railroads.

Having written the labor sections of the Esch-Cummins Act, it would have been believed that the railroad interests would be prompt in obeying them, but such was not a fact. They had written the law; why should they be expected to obey it? They considered themselves above the law. The law was for the workers, not for the executives.

Causes of Railroad Strike.

And so we find that instead of obeying the labor sections of the Esch-Cummins Act, the railroad interests promptly ignored

them. From the very beginning great systems like the Pennsylvania, the New York Central, and the Erie began to farm out their shop work to cost-plus contractors at a cost greatly in excess of their own shop costs. The maneuver was performed largely for the purpose of enabling them to discharge shop forces. The Altoona shops of the Pennsylvania were largely shut down during the summer of 1920, while the Pennsylvania's locomotives were being repaired by the Baldwin Locomotive Works. This was during the Government guaranty period. It cost the railroads nothing. Uncle Sam paid the loss.

From the very beginning the railroads carried on a nation-wide propaganda against the employees. Its purpose was to put them in a bad light before the public, to break their morale—in short, to prepare for "the day." The employees were represented as having been unpatriotic during the war, being war profiteers, as receiving excessive wages, as being un-American, and as political radicals. Even the prejudice against aliens was used against them. Blame for excessive rates and charges was placed upon them. In short, neither time nor money was spared to humiliate, ridicule, discredit, and undermine the employees. All this in preparation for the strike which has now come.

Provocation after provocation was given the employees. More than 90 railroads of the United States, beginning in 1920, have violated the labor sections of the Esch-Cummins Act. Take the case of the Atlanta, Birmingham & Atlantic, which has a terminal in my home city. Eighteen months ago the general manager posted an arbitrary reduction in wages. The employees protested to the Labor Board, which set aside the railroad's arbitrary action and directed it to confer with the employees. The railroad promptly caused a collusive suit to be filed in the Federal court by a creditor whose debt was not yet due. Its general manager was appointed receiver, and in that capacity enforced the cut which as general manager the Labor Board had denied his right to do. The railroad refused to obey the order of the Labor Board. It "struck" against the Labor Board and against the Government.

How the Pennsylvania Struck Against the Labor Board.

More than a year ago the Pennsylvania made an arbitrary change in service rules. On complaint of the employees, the Labor Board suspended the change in rules and ordered the railroad to confer with its employees as to same. After various evasions and attempted frauds upon the law, the Pennsylvania ignored the final order of the Labor Board entirely, and when the board sought to publish its decision as an appeal to public opinion against the railroad's lawlessness, the Pennsylvania obtained an injunction forbidding the board from even so much as expressing its opinion of the rail-

road. After long months, the court of appeals has now held the injunction to have been unlawful and the railroad has now appealed to the Supreme Court, with further indefinite delay. A year ago the Pennsylvania "struck" against a decision of the Labor Board.

The practice of railroads farming out their shop and other work began with the Erie's Hornell shops some 18 months ago, and has been followed by some 50 railroads, including such important systems as New York Central, Great Northern, Chicago & Alton, and Big Four. This practice is yet being persisted in, although the Labor Board has declared it unlawful.

I will not attempt to deal with the multitude of grievances of which the employees complain. The strike vote was given more out of exasperation than anything else—out of resentment caused by a long series of oppressions and injustices. It speaks more than anything else the employees' determination not to go any further.

The employees hated to strike. They did not want a strike but they were desperate. Their grievances remained unremedied by the Labor Board and unnoticed by the national administration and by the general public. There was also another great moving cause, and I believe that I should frankly state it. The employees believed that the Labor Board had been deliberately packed against them and that they could expect neither justice nor fairness from it. Any opinion as to the strike not formed after considering all of these factors must be warped and inadequate. The employees felt themselves forced to strike, that it was the only thing left for their defense, that their backs were to the wall and that it was either fight or abjectly surrender to the arbitrary whims and dictation of the railroad executives.

Farcical Maneuvers to Settle Strike.

The administration's maneuvers in connection with the rail strike have been farcical. The strike has been brewing for months. The railroad executives wanted it so that they might destroy the unions. For them it was even delayed too long so that there was a measure of business recovery which took many idle workers from the labor market. Everyone who understood the temper of the workers and the exasperations which they had suffered realized months ago that a strike was inevitable. The administration alone seems to have been oblivious to the threatening storm. No effort whatever was made to avert the strike. No influences for mediation were put on foot.

When the strike was already weeks old the administration waked up to the situation. Conferences were had—a settlement which the President approved as fair, just and reasonable was proposed. The proposal safeguarded the employees' cherished

seniority rights, and while they objected to its other features, they agreed to accept. But the railroad executives spurned compromise. The idea of admitting the employees back to the shops under the same conditions as when they had quit was hateful to them. They demanded a surrender. They insisted upon the right to use the seniority privilege as a reward for the treachery of those who had remained at work and for the strike breakers who had slipped in to take the jobs of their fellow workers. They wanted to use the seniority privilege as a punishment, to hold it as a penalty over the heads of transportation employees and other crafts who might hereafter be tempted to strike.

The executives rejected the seniority proposal. Thereupon the President complacently changed his proposal so as to meet the views of his friends, the railroad managers. He took from the settlement the one thing on which the employees had based their all and calmly invited them to agree to leave the seniority issue to the Labor Board. He seemed not to know that the Labor Board had already decided the matter by its proclamation of July 4, outlawing the strikers. The President invited the employees to leave the decision of their case to a board which had already decided it. Think of it!

Of course, the employees did not accept. The terms offered them were little better than if they had lost the strike. They were invited as organizations to kiss the ground under the feet of their unfaithful fellow workers who had refused to strike and of strike breakers who had robbed them of their jobs while they were not looking.

The most dangerous feature of the situation is that the railroad employees feel that the strike has been deliberately provoked, that it was desired by the executives and great financial interests which controlled the railroads. They feel that the struggle in the railroad shops is a twin with the coal-mining dispute, that both are the fruit of the determination of big business men and financiers to destroy all labor unions. This view is generally shared by organized workmen at large. All view the coal and railroad disputes as merely separate battles of the one great war which is being made on unionism, and believe that the next conflict will probably be with other organizations of railroad employees and that the struggle will proceed as the anti-labor forces may be successful from mines and shops into other industries wherever unionism may be found, until organized labor is finally vanquished and destroyed.

I warn those who press forward with their harsh processes against the laboring men of America. I beg them to stay their hands. Their own enlightened self-interest demands it. Every patriotic impulse cries out against them. Every instinct of humanity bids them to forbear.

BEHOLD! CÆSAR!

By Chester M. Wright.

Mr. Attorney General Daugherty, formerly better known as the Ohio politician, went to Chicago and asked Judge Wilkerson for an injunction against the railroad shop workers.

This injunction ordered the shop workers to stop interfering with interstate commerce and in blanket terms left them nothing to do but stay home and mind the baby.

Judge Wilkerson, who was selected by Mr. Daugherty for appointment to succeed Landis just a few months ago, kindly consented right away to grant the injunction asked for by the attorney general who was responsible for his appointment to the judgeship.

There are many other federal judges in the country, some of them in Chicago, but Mr. Daugherty sought out Judge Wilkerson, possibly so as to give added evidence of his esteem for Judge Wilkerson.

Instead of going into the great silences, labor men generally immediately began to say what they thought about Mr. Daugherty's injunction. President Gompers called it "most outrageous" and cited the Constitution and the Clayton Act and the decision and declarations of famous judges and courts.

Railway shopmen went on holding meetings and railway shopmen's officials went on saying what was on their mind.

The attorney general and the president began within forty-eight hours to indicate that the injunction didn't quite mean all it said. However, the language in the injunction is what counts. What Mr. Daugherty says may or may not count.

As for the injunction, it is not only in violation of some of the most important provisions of the Clayton Act, but it is in defiance of the United States Constitution. If the injunction prevails and if the government attempts to enforce it as it stands, then the Constitution will lose some of its most vital meaning and Mr. Daugherty will be a czar, indeed.

* * *

And There's Bill Burns, the Famous.

William J. Burns, head of the secret service forces of the government, is Daugherty's chief aide in the gathering of evidence on which to prosecute federal cases. That means that he is the chief of detectives in prosecuting railroad workers.

Burns has made his declarations that some day he would "get" the unions. He created for himself the role of hunter of union men. He built up a big detective business, which, it is generally understood, is still in the family.

The dictagraph was one of the favorite weapons of the Burns agency. Burns still clings to the idea that the dictagraph is a fine thing.

When the administration changed hands Burns haunted Washington until he landed

his present job. He seemed to want that job worse than anything else life had to offer. His friends sought to create the impression that if he got that job he would be good to labor. Labor didn't want anything to do with Burns; surely it had no reason to cross the road to make friends with him because it had nothing to fear from him. On the contrary, labor protested against his appointment and President Gompers called attention to what Former Attorney General Wickersham had said to former President Taft (both Republicans) about Burns in a certain case wherein Wickersham asked Taft to pardon a man whose unjust conviction had been secured by evidence secured by Burns before a jury secured by Burns.

It is Burns' present job to gather the evidence for prosecution under the injunction secured by Mr. Daugherty from Judge Wilkerson who recently got his appointment on recommendation of Mr. Daugherty. The way these things work out is interesting.

It will be remembered, too, that Mr. Daugherty, back before Harding was nominated, boasted that he would "put Harding over"—and it was quite generally agreed that he kept his word.

Daugherty Vows He'll Protect "Open Shop."

It probably will be a long time before American workers forget what Daugherty said in his speech before his friend Wilkerson in court in Chicago. Let's repeat it:

But it may be understood that so long and to the extent that I can speak for the Government of the United States I will use the power of the Government to prevent the labor unions of the country from destroying the open shop.

That's what Mr. Daugherty told the judge, for the benefit of union men. It had long been suspected that Mr. Daugherty and his friends in the administration had been interested in the protection of what is falsely called the "open shop," which means the shop closed to union men. Mr. Daugherty evidently intends that there be no doubt about the matter. He is for the anti-union shop and naturally against the union shop.

It is evident that there were some who had been unwilling to believe that the administration hated labor and was on the job to protect and help employers in their reactionary campaign to smash the unions. So he got up on the platform and proclaimed the truth right in open court. It now is a matter of official record.

Just how the attorney general can concern himself as a federal officer with the question of the union shop and the anti-union shop is a matter of mystery to those who cling to the belief that the constitution and the laws of the country mean what

they say; but it isn't such a baffling problem to those who know how the game of politics is played in these piping times of golf and mayflowers in Washington.

* * *

What Labor Has Said About Injunctions.

The American Federation of Labor, in its conventions, has repeatedly declared that where unlawful injunctions are issued Labor will treat those injunctions "as if they did not exist," which means that workers will go on exercising their lawful and constitutional rights, refusing to recognize a czar on the bench as superior to the Constitution and the law.

Mr. Daugherty doubtless knows about this declaration. He doubtless knows by now also that his Chicago injunction is not going to turn millions of American men into

enslaved cravens and that railroads cannot be run by injunctions.

The whole thing has been an illustration of how desperate and how ridiculous an administration can be, particularly when it is burdened with political debts of which it is constantly reminded. Nothing has shown more completely how hopeless and irresponsible are the present national political leaders. Careful observers recall that none is more dangerous than the irresponsible—and that is the really menacing factor in the present situation.

The strike will be won. And after that American government will be won back to a constitutional basis through the ballots of American workers. What Mr. Daugherty told the judge doesn't represent the will of the majority of Americans!

EXTRACTS FROM CAMPAIGN SPEECHES OF HON. SMITH BROOKHART, SENATORIAL NOMINEE OF IOWA.

"There is much in good fellowship, more in fraternal kindness and everything in the Golden Rule, but there is nothing in a pretense of these things when the hard facts of a so-called competitive system deny them. I therefore propose to analyze and dissect this system before you with the keen criticism of the farmer who produces his bread and yours in the sweat of his brow; of the laborer who produces clothing, shelter and equipment for himself and for you in the work of his hands; of the brain worker who trains the child mind, guards the health and keeps the record of all business and all civilization; of the soldier who volunteers his life in a \$30 per month draft for his country and for humanity while wealth reaps billions in profits out of the blood money of war. Since the farmer produces the food of civilization, since labor produces its clothing, shelter and comforts, and since the soldier protects and preserves it, the three have the primary and basic call upon civilization for its reward. Has this call been heeded by the economic system of our country?

"I shall not take the time to trace the details of our economic structure, but will designate the parts in the familiar terms known to all. It should be built like the pyramids with the broad volume of net profits at the bottom for agriculture, then for labor, then for the reward of the soldier and tapering to the apex with the net profits of distribution. In fact it is an inverted pyramid. Agriculture is at the bottom, but its net profits are an apex and not a foundation.

"Labor is next with unemployment and diminished earnings.

"The soldier is next with broken platform pledges.

"Little business is next, crumbling and falling in failure and dissolution because it is tied to big business above and has no adequate support in the stability of labor

and farmers below. Spreading out over all this is the transportation trust with its \$7,000,000,000 of watered capital supported by a legislative guaranty which is worse than a mortgage upon the farm and labor earnings of the country.

"Closely allied is the telephone trust which is unable to live upon 8 per cent in these hard times and accordingly raised its dividend rate to 9 per cent the first of last July, another mortgage upon the common people of the United States.

"This inverted pyramid of profits is completed by the beef trust which deflated itself by substituting war profits secreted in its book accounts for its paper losses, by the steel trust which discharged its men and held its gains, by the coal trust which never has seen the top of prices, by the money trust which believes the minimum earnings of a New York bank should be 28 per cent by divine right, by the sugar trust, by the tobacco trust, by the millers' trust, by the cotton trust, and by the oil trust which has taken 200 per cent in New Jersey for the past twelve years and which took a 2,900 per cent stock dividend in Indiana in 1912 and 150 per cent annual cash dividends over all ever since.

An Inverted Pyramid.

"The farmer and the laboring men have put on their spectacles and taken a look at this inverted pyramid of profits. They have decided to quit fighting each other for the bottom place and to join hands and fight the combinations for the top. In this fight there is no neutral ground. It is now up to you to decide whether you will join with the producing labor on the farm and in the factory to build a solid foundation of stabilized and limited profits for the earnings of capital, or whether you will continue suspended by the balloon of high finance until its chain store idea has dropped you upon the rocks of disaster.

"What is it that has turned this pyramid

of profits upside down? Organization. Every one of the trusts which I have described is operated by an organization as autocratic and as efficient as Napoleon's army. All are federated together in the United States Chamber of Commerce and united for thought and action as closely as the allied armies under Marshal Foch. They are protected by charters of incorporation, which afford the most efficient machinery for collective action and the private fortunes of the stockholders are exempt from liability. Among these corporations gentlemen's agreements have become more powerful than anti-trust laws even in the supreme court of the United States. Labor has partly organized, claiming the same rights of collective action to which it is certainly entitled, but which are still largely denied.

"At the beginning of 1920 the farmer was still prosperous. Credit was plentiful, prices good, freight rates not yet risen, and a world demand far greater than production with buying power enough to more than take all our surplus farm products and with the profits of all other capital far in advance of the farm.

"It was under these glowing conditions that capital with its credit control decided to strike. The decision was made in secret and carried out in stealth.

"Big business proceeded to make its own credit secure. For instance, one big packing company secured a 10-year loan of \$60,000,000, another of \$50,000,000, and the others in like proportion.

"These vast sums were obtained largely from the farmers throughout the country banks. Being thus fortified the credit to

the farmers was called. This was easily possible through the federal reserve bank and hard to detect after done.

"Under the original scheme of credit allotment, the share of agriculture was small and it had been largely overloaned. For instance, the allotment in Iowa was only \$36,000,000 while one Chicago bank had an allotment of \$80,000,000 and one New York bank \$145,000,000.

"Based upon resources, Iowa should have a federal reserve allotment of more than \$300,000,000 and the total outside loans only amounted to \$150,000,000. Of this sum the federal reserve furnished \$91,000,000 which was \$55,000,000 in excess of our allotment and this excess was called. This forced the farmers to sell their product near harvest and of course the prices fell.

"We now know that the federal reserve bank had over \$1,200,000,000 of unused credit at the time these loans were called, but not more arbitrary than the system of allotting credit which gave Iowa only \$36,000,000. The result of this whole operation was a deflation of farm products of more than \$7,000,000,000 in 1920. There are no other substantial causes. The world demand for farm products was far greater than the supply. It is said the buying power of the world was impaired, but it was still strong enough to take all our surplus.

"The effect on wheat is a clear example. For 1920 the price went down an average of 70 cents per bushel to the American farmer and went up an average of 33 cents per bushel for exports. Three hundred and seven million bushels, the largest amount in our history, moved on this extra spread."

U. S. BANK SYSTEM DEFLATED FARMERS.

Washington.—How the federal reserve banking system deflated farmers who could not raise money on their liberty bonds was explained by Senator Heflin of Alabama who showed an acknowledgment by the governor of the federal reserve bank at Atlanta that a small Mississippi bank was charged 87½ per cent interest. This bank furnished money to farmers at crop-moving time.

In reply to Senator Smoot's statement that farmers could get money elsewhere if they had security, Senator Heflin said:

"But their security was being destroyed every day by this deflation process. Cot-

ton was 40 cents a pound, and in a few months it was 10. It was \$200 a bale at the outset, and when the farmer could not get money with which to hold it off the market, it went down to \$50 a bale.

"They refused to loan money on liberty bonds, and bonds were forced out of the hands of the people who had struggled hard to buy them and sold for \$80 and \$85 on the \$100. They were forced to sell those bonds because they could not borrow the needed money on them.

"Wall Street got the bonds and practically stole \$15 to \$20 on the \$100 from patriotic people who bought bonds to help their country win the war."

OUT-OF-WORK NORMALCY.

Washington, Sept. 16.—Normalcy in this country consists of 1,500,000 persons seeking jobs and another 1,500,000 idle through part-time employment, according to Secretary of Labor Davis, who addressed the annual meeting of the international association of public employment services.

Mr. Davis assured the visitors that during the past year between 3,000,000 and 4,000,000 workers have been returned to their employment. He said investigation made during the past year has demonstrated that the 3,000,000 idle and part-time employment "is the normal condition in America."

THE BOILERMAKERS' AND IRON SHIPBUILDERS' JOURNAL.

Official Organ of the International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America.

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JAMES B. CASEY, EDITOR AND MANAGER.

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No freedom loving citizen should vote for any candidate who will not pledge himself to oppose any form of compulsory labor law.

No justice loving citizen should vote for a candidate for any office who will not pledge himself to oppose injunctions and contempt proceedings as a substitute for trial by jury.

No freedom loving citizen should vote for any candidate who will not pledge himself to vote for legislation abolishing child labor.

THE PRESENT SITUATION OF THE SHOPMENS STRIKE.

We presume all of our readers are familiar with the terms of the agreement entered into between some of the railroad officials and the officers of the Railway Department and later approved by a majority of the policy committee of the strikers. Since the announcement of this action a number of the systems have made settlements under the terms of the agreement and the men have returned to work; other systems are now in conference and we hope an early announcement of a settlement by these will be made. Some of the roads have assumed a hard-boiled attitude at the present time and spurn a settlement even under the more liberal terms for the roads of this partial agreement, they do not desire settlement or peace with their employes except on the terms of master and slave. They are in league with the other open shoppers in a fight to crush the unions, so they would have the men at their mercy, but they have not made much headway in this matter so far, and we don't believe they will do so in the future.

These managers realized from the first that they could not hope to successfully operate their roads without their old experienced men and have been trying in every possible way to stampede them by promises and threats; they expected the Daugherty injunction to have this effect, but it had an opposite one and made the men more determined to fight all the harder until victory was achieved, and today they are standing solid and will continue to fight until a fair settlement is reached.

As to the terms of the agreement entered into, a great diversity of views have been expressed as to the wisdom of agreeing to them. We do not believe they met the approval of the men on strike and if they had

had an opportunity of passing on them, they would have been overwhelmingly rejected. They have been harrassed by the officials ever since the roads were returned by the government, and through the actions of a pliant labor board they were depleted of many of the conditions they had enjoyed for years, and their pay reduced below a living standard, and finally in sheer self defense they were forced to strike, and since then the roads rejected all fair conditions for a settlement and announced a finished fight. The men accepted the gage of battle and wanted to fight it to a finish. While a diversity of opinion existed as to the wisdom of entering into the partial agreement in the first place, we believe all realize it is their duty as good loyal union men to accept this matter in good faith and enter into agreement with the management of those roads willing to accept peace under its terms, and patiently work out the problems that present themselves. Where the managers reject this settlement, after a reasonable time, the men will be justified in fighting for a settlement on a different and more satisfactory basis.

In the meantime, no one should go to work until officially notified by the officers of their Federation that a settlement has been reached. And in the meantime, every man should do his full duty in carrying on the strike, push it in every legitimate way. Beware of snares and pitfalls the management will likely set for you; they will likely pull off some more rough stuff and try to fix the blame on you and through such means try to break down your morale. Preserve your unity and organization, it is your main protection against oppression. With united ranks and the will to do, a just settlement will be yet obtained by all. You are engaged in a righteous defensive fight for yourselves and families; it was forced upon you and is being continued through a rank spirit of oppression and greed. The people see this and are with you as never before—the millions of members of organized labor are back of you and will help and sustain you until victory is won. The “open shop” forces, in their campaign of destruction, have been defeated all along the line and they will be in your case. The constantly decreasing motive power and rolling stock of the roads and the increasing demand for them in moving traffic are your active allies and will bring victory to your cause.

ATTORNEY GENERAL WOULD USE FORCES OF GOVERNMENT IN CRUSADE OF OPEN SHOPPERS AGAINST LABOR.

Without cause, justification or excuse, United States Attorney General Daugherty, in a stump speech which he made before a federal district court in Chicago, when applying for an injunction against the shopmen, is quoted as having made the following astounding and vicious statement: “So long, and to the extent that I can speak for the government of the United States, I will use the power of the government within my control to prevent the labor unions of the country from destroying the open shop.”

What kind of meat does this Caesar eat anyway, that warrants such partisan, biased and hostile assertions from the present head of the United States Department of “Justice,” who is supposed to represent all the people in a fair and impartial manner. A man with such a biased mind can't deal fairly towards the millions of our people, the bone and sinew of the country against whom he has boastfully arrayed himself.

A war of extermination has been waged against organized labor for the past several years by the steel trust, the oil trust, the meat trust, the railroad trust, the money trust and all the other vicious and greedy trusts of the country under the guise of the open shop. Mr. Daugherty is not so ignorant that he does not know this, it is patent to everyone, even the

school boys, and he goes out of his way to make this biased and unwarranted assertion of hostility, which is on the plane of a demagogue and ward heeler, and stamps him as a man unworthy of the high and honorable position he at present holds. We believe all liberty loving citizens who believe in a square deal, whether members of organized labor or not, will resent and repudiate this position taken by the one intrusted with the duty of seeing even-handed justice administered to all the people.

The political party responsible for forcing Mr. Daugherty upon the people, rode into power on a platform pledged to prosecute the hundreds of grafters who robbed the government of billions of dollars during the war, and while it has been in power for eighteen months, not a single trial of any of these have taken place and the chances are they never will. Certainly not at the present time, for Mr. Daugherty is too busy maligning and prosecuting the four hundred thousand striking shopmen he has branded as criminals and lawbreakers—not that he has any evidence to back up such an assertion, but as an excuse for seeking a drastic, unwarranted and unlawful injunction with hopes of breaking the strike and forcing the men to go back to work in an unorganized and helpless condition. But instead of this unfair proceeding having such an effect, it had the opposite and united more closely, not only the men on strike, but all members of organized labor and made them resolve to fight all the harder for justice and a square deal. Since this diabolical fight to exterminate organized labor has been waged, organized labor has added hundreds of thousands of members to its ranks, and millions of others will be added later on; like the shamrocks of Erin, “the faster you pluck them the thicker they grow.”

While the forces of reaction, greed and corruption are now in control of affairs, it will not always be so; already the pendulum is swinging backward and a better day will dawn for labor. They are not content to remain the mud sills of society and will fight on until a fair share of the wealth they produced is conceded as theirs by right. Organized labor is the most constructive force in America today, and the main reliance of our people for the perpetuity of our liberties and our government. Instead of being hounded and persecuted by our courts and government officials, it should receive their protection and encouragement, in its efforts to eliminate injustice and poverty and to bring happiness, peace and prosperity to the masses of the people.

Mr. Daugherty will find the people of the United States will not permit him to use “the forces of government” to fight labor in this unworthy manner and that they will resent his unfair efforts the first opportunity they get through the ballot box, and he along with the party responsible for his appointment will be relegated to obscurity from whence they sprang.

CONGRESSMAN KELLER STARTS IMPEACHMENT PROCEEDING AGAINST ATTORNEY GENERAL DAUGHERTY.

Congressman Keller of Minnesota, on September 11th, offered resolutions of impeachment against Attorney General Daugherty, charging him with “high crimes and misdemeanors in office” and made the following specific charges:

“FIRST: Harry M. Daugherty, attorney general of the United States, has used his high office to violate the Constitution of the United States in the following particulars: by abridging freedom of the press, and, by abridging the right of people peaceably to assemble.

“SECOND, That, unmindful of the duties of his office and his oath to defend the Constitution of the United States, and unmindful of his obligations to discharge those duties faithfully and impartially, the said Harry M. Daugherty has, in the capacity of attorney

general of the United States, conducted himself in a manner arbitrary, oppressive, unjust and illegal.

"THIRD: He has, without warrant, threatened with punishment citizens of the United States who have opposed his attempts to override the Constitution and the laws of this nation.

"FOURTH: He has used the funds of his office illegally and without warrant in the prosecution of individuals and organizations for certain lawful acts, which, under the law, he was specifically forbidden to prosecute.

"FIFTH: He has failed to prosecute individuals and organizations violating the law after those violations have become public scandal.

"SIXTH: He has defeated the ends of justice by recommending the release from prison of wealthy offenders against the Sherman Anti-Trust Act.

"SEVENTH: He has failed to prosecute defendants legally indicted for crimes against the people."

Keller's prepared resolution for an investigation of his charges by the Committee on the Judiciary follows:

"WHEREAS: Impeachment of Harry M. Daugherty, attorney general of the United States, has been made on the floor of the House by the representative from the Fourth District of Minnesota, be it

"RESOLVED, That the Committee on Judiciary be and they hereby are authorized and directed to enquire into the official conduct of Harry M. Daugherty, attorney general of the United States, and to report to the House whether, in their opinion, the said Harry M. Daugherty has been guilty of any acts which in contemplation of the Constitution, are high crimes or misdemeanors, requiring the interposition of the constitutional powers of this House; and that the said committee have power to send for persons and papers and to administer the customary oaths to witnesses."

According to newspaper accounts of the matter, consternation and dismay seized the Republican leaders of the house, when Congressman Keller began reading his impeachment resolutions, and scurried about to devise means of stopping him but failed to find any valid reason or excuse for doing so. However, it is passing strange that two Democratic members from Texas were among the first to rush to the aid of the dismayed Republican leaders. Representative Garner raised the point of a quorum; this interrupted the proceeding until a roll call was made which showed a quorum present. Then Representative Blanton interposed an objection, asking that Congressman Keller be forced to read his charges before the resolution of impeachment, and when this was complied with, Blanton then moved that the proceedings be quashed, alleging they were not "specific." The speaker overruled this objection and Congressman Keller finished reading his resolutions of impeachment and moved their adoption. Immediately he was ruled off the floor by the speaker and was not allowed to make any argument in support of his resolutions. Republican leader Mondell then moved that the resolutions be referred to the House Judiciary Committee, which prevailed. Since then, this committee decided to postpone consideration of the resolutions until after the election next month. Immediately after the publication of the action taken by Mr. Daugherty in seeking the drastic injunction against the striking shopmen, the fifty thousand strikers of the Port of New York, headed by Vice-President Dowd, wired Senator Borah asking for the impeachment of both Attorney General Daugherty and District Judge Wilkerson.

Later the Executive Council of the American Federation of Labor, on assembling in annual meeting, decided to push to the limit of its power the impeachment of Mr. Daugherty. His action in this matter has aroused a storm of protest and inflamed the public mind more than any act of any government official during the past quarter of a century, and he may yet find that even an attorney general may not override the constitution and subvert the rights of the people with impunity.

FLOOD OF ANTI-STRIKE AND REPRESSIVE MEASURES PROPOSED.

President Harding's recent message to Congress was taken as an excuse for the introduction of a number of drastic anti-strike and compulsory arbitration bills in Congress. Senator Spencer of Missouri, has introduced a bill known as Senate Bill 3889, which has for its purpose

the creation of a "Federal Court of Conciliation." The title, however, is a deceitful effort to camouflage the real purpose of the bill, which is to create a Federal Court of three members, having the same standing of Federal District Judges, but clothed with arbitrary and drastic powers that would authorize and empower it to take charge of any strike or disagreement, even without either party to the dispute asking it to do so, and after summoning witnesses and taking evidence, to summarily render a decision, and those concerned would be forced to abide by it or take an appeal to the Federal Circuit Court, which would involve a delay of months possibly, and in the meantime their decision would be in full force and effect. With this kind of a "conciliation" court, clothed with arbitrary powers it is not hard for labor to guess the kind of treatment it would receive; the past experience with all Federal Courts and Boards, when labor was a party to any proceedings before them, does not warrant the least degree of confidence or hope of relief at their hands; even the impotent, discredited Labor Board shows us what we may expect at the hands of any kind of Federal Board, Commission or Court in dealing with matters pertaining to organized labor. Senator Spencer shows the dishonesty and danger of his measure in his efforts to camouflage the mailed fist it contains by naming it "conciliation." This measure should be fought relentlessly by labor for it seeks to chain them to their jobs and re-establish despotism of the feudal days of old.

Senator Kellogg of Minnesota, has introduced another dangerous measure that would permit the president to create a military dictatorship over organized labor and crush them with the armed force of the United States whenever they had temerity to go on strike, no matter what their grievances might be. This bill is known as Senate Bill 1943, and it is ostensibly for the purpose of protecting the foreigners in their treaty rights, but this, like the Spencer bill, is but a camouflage to hide the real purpose, that of man-handling members of organized labor when they go on strike. Here is a section of the bill that gives a good idea of its scope and extent:

"The President of the United States is hereby expressly authorized to use the marshals of the United States and their deputies to maintain the peace when disturbed by the commission of such acts as are created crimes in the preceding section; and should, in his judgment, the circumstances demand it, he is empowered to use the army and navy for the same purpose." In other words whenever any strike takes place in which any foreigner is involved, even as a strikebreaker, or cause for any trouble, the President would be authorized to seize the police powers of the state through U. S. marshals and deputies and if he so willed, could use all the forces of the army and navy, and all their engines of destruction to overawe, repress and disperse strikers.

Why all this solicitude for the poor foreigners? Only a little while ago we heard them roundly condemned by the press and public officials for being engaged in some of the strikes that have taken place recently, notably in the miners' strike, and a couple of years ago in the steel strike. The employers of these, as well as other industries, for years haunted immigrant ships and employed them in preference to citizens with the hope of preventing the organizing of their employees; however, labor surmounted the difficulties of differences of speech and patiently taught them American ideals and hopes for better conditions and organized them and took them into its ranks and together they are now striving for a better wage. It is not, however, the evident interest of the author of this bill to protect and benefit the foreigner, but to give the President

despotic powers to overawe and intimidate men striking in defense of a living wage and a square deal. Had this bill been a law July 1st, last, it would likely have long since been used against the striking shopmen.

The granting of further arbitrary power to any government official must be prevented, no matter under what pretext, if we are to retain our liberties and constitutional rights as American citizens. Washington in his farewell address warned us that "eternal vigilance is the price of liberty" and that warning is apparently more applicable today than ever before. Senator Kellogg, we believe, is standing for re-election this year, and if so, the good people of the State of Minnesota will have an opportunity of letting him know what they think of such vicious legislation.

SENATOR LA FOLLETTE'S SWEEPING VICTORY GIVES RENEWED HOPE FOR JUSTICE TO THE MASSES.

The smashingly overwhelming victory of Senator LaFollette in Wisconsin, over all the forces of reaction, corruption, boodling politicians, open shoppers and enemies of the masses of the people generally, that were arrayed against him in his contest for renomination as United States Senator, in the recent primaries in that State, gives a healthy, invigorating impetus to the hopes of the masses of the people for justice and a square deal in the future. It was a marvelous victory over all the wealth and influences that was arrayed against him.

Every reactionary and sordid interest owed him a grudge for his fearless defense of the people's rights; they poured a golden stream of money into that state amounting to hundreds of thousands of dollars in an effort to corrupt the electorate and bring about the defeat of Senator LaFollette, but the result shows how miserably they failed.

Senator LaFollette received the largest majority ever given to any candidate in that State, amounting to about 225,000. He carried every progressive candidate for Congress, Governor, State Officers and the legislature to victory with him. This shows what the people can do when they show sufficient interest and determination and really try to do. The working people of every state owe it to themselves to emulate the example of the people of Wisconsin, in the general election, which takes place next month, they should go to the polls, rid of all party affiliations or bias and strike a blow at the sordid forces of reaction that is now in control of our national government and vote regardless of party for the candidates that give promise of working and voting for the welfare and protection of the people and against special interests, grafters and corruption. Splendid headway has been made in the primaries this year and if every one will do their full duty on election day next month, still greater progress will be made in ridding Congress of the reactionary and corrupt tools of special interests and big business.

We should by all means have as a result of this election a large group of labor and farmer members pledged to defend the interest of the masses of the people. The events that have transpired this year should be enough to convince the most skeptic and arouse the most indolent to action in opposition to shameless betrayal of the welfare and liberties of the people, by those in authority, and arouse them to a determined fight to bring our government back to the people.

THE UNION PACIFIC WOULD FORM A COMPANY UNION.

The officials of the Union Pacific system have thrown off the mask of fairness which they tried to assume for a long time and are now trying to start a company union and they are so industrious and obliging they

will relieve members of the trouble of attending meetings and transacting business and will attend to these matters for them. Here are the terms and conditions of membership, which evidently is intended also as constitution and by-laws, except such as the bosses add verbally from day to day:

(a) The application for employment shall be deemed an application for admission to membership in "The Shop Employees' Association-Union Pacific System" and final acceptance of such application shall automatically admit me to membership in said association, and I agree to abide by the constitution and by-laws thereof.

(b) I hereby authorize the duly accredited representatives of said association to represent me in all matters whatsoever pertaining to rules governing working conditions and rates of pay obtaining or which shall obtain for services that I will perform, and I agree to accept and abide by the rules governing working conditions and rates of pay that have been or may hereafter be agreed to between such duly accredited representatives and the company in whose employ I may be.

(c) I further agree that in event I shall become a member during period of my employment with this company of any labor organization or association other than "The Shop Employees' Association-Union Pacific System" which claims or assumes to legislate for me or negotiate agreements respecting rules governing working conditions or rates of pay for services which I will be then performing, that this application for employment shall be deemed my resignation which the company at its option may accept at any time subsequent to my becoming a member of any such labor organization or association.

(d) I hereby request, authorize and direct the company in whose employ I may be to deduct quarterly in advance whatever dues or assessments that may be levied against me as a member of "The Shop Employees' Association-Union Pacific System," such dues or assessments to be deducted in the months of January, April, July and October of each year from the preceding month's pay, and pay same into the bank designated by said association as its depository and to its credit. (Signed by employee.)

The above paragraphs show conclusively that the officials of this company do not want to deal fairly with their employees, but would place them in the condition of slaves, who dare not say their soul was their own. Millions of our fellow countrymen went to Europe and fought, suffered and bled, and more than fifty thousand of them offered up their lives, and the rest of us gave of our means "until it hurt" in order to make the world safe for democracy, and at this early date we find these petty tyrants trying to establish an industrial despotism right in our midst.

We don't believe they will be able to get away with it, or that any self-respecting man would sign or accept such degrading conditions. We heard a lot about the wickedness of the check-off system in use by the mine workers who authorize their officers to collect their dues from their employer and turn it into their treasury, however, you will notice in the paragraph marked (d) that the check-off is to be used with a vengeance, it authorizes the company to deduct quarterly in advance whatever dues or assessments that may be levied. This whole scheme smells to heaven with rottenness, on the face of it, it looks as if the officials of this company were planning an extensive system of graft, they are the ones to levy these dues and assessments and to determine how large they are to be and to have full charge of spending them, and they would force the applicant to agree to authorize them to take these sums out of their pay envelopes in advance. With a full force of employees at work on this extensive system, hundreds of thousands could be easily taken from the men. The whole scheme from start to finish is rotten to the core.

DID THE MICHIGAN CENTRAL OFFICIALS PLAN WRECK OF TRAIN AT GARY, IND.?

A few days after the wreck of Michigan Central million dollar special train at Gary, Ind., in which the engineer and fireman lost their lives, the daily papers with flaring headlines announced that striking shopmen had confessed to having caused the wreck. At the preliminary trial of these men a little later on it was shown that these alleged confessions were written by the police and the men brutally beaten with black jacks and rubber tubes until they agreed to sign them in order to avoid further torture, and at their trial they repudiated them and exposed their backs to show the inhuman treatment they had received at the hands of the police.

One of these men was so brutally beaten and maimed he was sent to the hospital for treatment. The fourth man, confessed to being a stool pigeon in the employ of the Michigan Central Railroad planted in one of the unions to spy on the men and create trouble. The question naturally arises was he instructed to arrange for this wreck and endeavor to implicate some of the strikers so that public sympathy would be weaned away from those on strike.

This is a logical conclusion to arrive at from all circumstances surrounding the matter as made public. If such is the case they are responsible for the lives of those that were killed; but what care they for such results so long as they carry their point. Past experiences have shown that hard boiled corporations do not hesitate at murder in order to gain their ends. Human life is held cheaply by them. All the other alleged depredations we hear of as having taken place in different sections of the country, such as bomb throwing, where no striker could get within a mile, of setting fire to bridges, etc., were no doubt inaugurated by the officials in charge in order to discredit the men on strike, just as the disclosures in the Gary wreck point to them.

It will be remembered in the A. R. U. strike back in the nineties, that it was the burning of freight cars in Chicago which was used as an excuse by President Cleveland for sending the United States Army into that City, and which resulted in the arrest of the strike leaders and final collapse of the strike. After the strike was ended, it was found that a string of old, worn out cars was placed by the railroad officials and set on fire for the occasion. A large claim for damages was filed against the City of Chicago for this fire, but not one cent was ever collected, nor was the matter aired for fear of the disclosures that would come out.

Our members should be on their guard against these incendiary frame ups, they are liable to become more frequent as the strike progresses and the management becomes more desperate in their efforts to operate their roads without skilled mechanics to make repairs.

ORGANIZER SAUSE RECOVERING FROM HIS INJURIES.

Since our last issue, we are informed that Bro. James Sause, is recovering from his injuries received by falling from an O & W train while on his way from Middleton to Norwich, N. Y. It seems his injuries resulted in the loss of a part of one of his feet and his nose was badly mashed, these, as well as the other bruises he received are healing up and he is able to get around on crutches and hopes to be able to leave the hospital soon. We hope he will continue to improve until fully restored to his usual good health.

STRIKES NOW IN FORCE.

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)
 Rochester Tank & Boiler Works, Rochester, N. Y. (Unfair.)
 Billberg Boiler Works, Houston, Texas. (Strike on.)
 Felipe Oil Works, Franklin, Pa. (Unfair.)
 The Lucey Mfg. Co., Chattanooga, Tenn. (Strike on.)
 Morse Bros. Mach. & Supply Co., Denver, Colo. (Unfair.)
 Ajax Boiler Works, Denver, Colo. (Unfair.)
 S. F. Bowers & Co., Fort Wayne, Ind. (Unfair.)
 Provo Foundry and Mach. Co., Portland, Me. (Strike.)
 Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)
 Mathilsan Alkali Works, Saltville, Va. (Strike on.)
 Lebanon Boiler Works, Lebanon, Pa. (Unfair.)
 McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)
 Atlanta, Birmingham & Atlantic R. R. (Federated strike on.)
 Missouri & North Arkansas Ry. (Federated strike on.)
 Minneapolis Threshing Machine Co., Hopkins, Minn. (Strike on.)
 Cosden Refining Co., Tulsa, Okla. (Lockout.)
 Higgins Bros., Bayonne, N. J. (Unfair.)
 Petroleum Iron Works, Port of New York. (Unfair.)
 Wm. F. Copping Contract Ship & Tank Works, New Orleans, La. (Unfair.)

Vulcan Iron Works, Wilkes Barre, Pa. (Strike on.)
 Wilmington Iron Works, Wilmington, N. C. (Unfair.)
 Wilson Bros., Hoboken, N. J. (Unfair.)
 Salt Lake Boiler & Sheet Iron Works, Salt Lake City, Utah. (Unfair.)
 J. D. Cousins Boiler Works, Buffalo, N. Y. (Unfair.)
 Lake Erie Boiler Works, Buffalo, N. Y. (Unfair.)
 W. K. Henderson Machine Foundry & Boiler Works, Shreveport, La. (Unfair.)
 Petroleum Iron Works. (Unfair to our members Port of New York.)
 Dominion Shipbuilding Yard, Toronto, Ont., Can. (Strike on) on work being done by the Collingwood Shipbuilding Co. for Dominion Government.
 The Berkeley Machine Works, Inc., Norfolk, Va. (Unfair.)
 The Liberty Iron & Wire Works, Norfolk, Va. (Unfair.)
 Rushton Foundry & Machine Co., Alexandria, La. (Unfair.)
 The Bakoff Boiler & Tank Works, Memphis, Tenn. (Unfair.)
 Georgia Car & Locomotive Co., Atlanta, Ga. (Unfair.)
 American Boiler & Sheet Iron Works, Indianapolis, Ind. (Unfair.)
 Pittsburg Boiler & Machine Co., Pittsburg, Kans. (Unfair.)

International Officers' and Organizers' Reports

REPORT OF INTERNATIONAL VICE-PRESIDENT JOSEPH J. RYAN.

Period August 16th to September 15th, 1922, Inclusive.

Chicago, Ill., Sept. 15, 1922.

Chicago Strike Area.

Since reporting in the September issue of our Official Journal, my entire time has been devoted to the strike situation in Chicago and the immediate vicinity thereof. The spirit of all men involved is remarkable and there is that determination to win that cannot fail.

Shopmen's Parade.

Sunday, August 20th, 1922, our Federated shop trades from the Illinois Central Railroad reinforced by striking shopmen from the Nickel Plate, New York Central and Pullman Co. Lines marched from 86th St. and Cottage Grove Ave., over a four mile course to 115th St. and Cottage Grove Ave. Approximately 3,000 men were in line headed by U. S. Service men in uniform with the Colors and a fine band. Following the parade an open air meeting was held at Pullman and several speakers addressed the crowd which had quickly gathered along the line of march. Banners displaying appropriate announcements pertaining to the strike were numerous and the reception accorded the marchers was all that could be desired in making the occasion a success.

Strike Meetings.

During the past month it has been my pleasure to meet with and address our various shop craft membership on strike at the following meetings, namely: Rock Island, Western Indiana, Chicago Belt, Chicago Junction, Wabash, and the Illinois Central Lines. I am pleased to report that all meetings are well attended and that the local officers and committees are doing splendid work in order to conduct the strike in a businesslike and orderly manner.

Litigation.

Briefly I am pleased to report that at the close of 77 days on strike we have had in police court 26 men discharged, 3 suspended sentences and 3 placed under peace bonds while only in 4 cases were fines imposed and in said cases said fines were trivial amounts. Our record for members discharged far outnumbering the men who were proven in any way guilty at all. This memorandum should dispel all rumors as to violence in the strike in this city and as to disorder and contempt for law. Relative to Federal Court litigation, I am pleased to report that in 43 cases there have been but 4 convictions on the charge of contempt of court and that is a remarkable showing, notwithstanding the allegations of the va-

rious railway companies who have flooded the office of the Attorney General of the United States with their affidavits charging the striking shopmen with all varieties of depredations in connection with the strike.

Weak Sisters and Desertions.

Notwithstanding the efforts of management to divide the ranks of the men on strike in various ways, it is a pleasure to report that desertions are an unknown quantity in this city and that type generally referred to as the "Weak Sister" has failed to arrive on the scene. The morale of all men involved has been most remarkable and nothing has marred even the surface of the shopmen's solidarity in the present strike.

Conference of Executive Boards of Divisions 1, 2 and 3.

September 11, 12 and 13th the writer attended the meeting of the Executive Boards of Divisions 1, 2 and 3 R. E. Dep't A. F. of L. and participated in the consideration and ratification of the Warfield-Willard-Smith-Jewell plans for the settlement of the strike on some 52 lines which was adopted by a healthy majority vote after two and one-half days of deliberation. While the plan referred to is not altogether to my liking, yet progress in the strike is what is most essential and the settlement on railroads embraced in the above mentioned plan will no doubt prove to be the "wedge" that will eventually bring practically all of the railroads with one or two possible exceptions into a settlement with their men still on strike. The attitude shown by the railroads embraced in the plan mentioned, shatters the vindictive spirit of the managements of numerous other railroads who used every method at their command to prevent a settlement, in the hope of breaking the strike and launching the famous "Open Shop" on all railroads in the United States.

Conclusion.

In closing I avail myself of another opportunity to thank through the columns of our Official Journal all those who have so loyally assisted me and through their co-operation made my duties as your International Officer much lighter and pleasant. I also desire to direct the attention of all readers of the Journal to the generosity of the Axton-Fisher Tobacco Co. of Louisville, Ky., which company through their various field representatives and union label advocates has distributed thousands of dollars worth of union made smoking tobacco and union made "Clown cigarettes" to the men

on strike. May I respectfully suggest that our thousands of members when purchasing cigarettes, keep in mind the "Axton-Fisher Union Made Clown Cigarette" and when purchasing a smoke, remember that

old adage that "A friend in need, is a friend indeed."

Respectfully and fraternally submitted,
JOS. P. RYAN,
International Vice President.

REPORT OF INTERNATIONAL VICE-PRESIDENT NOLAN.

My report for August will be very brief owing to strike situation, as well as the number of locals and federated meetings to be attended, which is a pleasure to do so, because of large attendance at those meetings and the co-operation given, as well as their loyalty to each other in one of the greatest industrial struggles in the history of the labor movement of America.

The effective and business-like manner as well as the orderly way in which shop crafts has conducted their strike is sure a sad reminder to the hard-boiled executives of the railroads, that had an idea and of course expected all kinds of doings to happen over night with bloodshed and destruction of property was sure a disappointment to them, as well as their hired thugs and gunmen who are always employed by the railroads to stir up trouble but failed of their purpose, as the shop crafts lined up in accordance with instructions of the Railway Employees' Department to carry on the strike according to law and no violence permitted, and they sure carried out the orders of the department which is self evident from reports received and when one takes into consideration the number of men involved and the methods used by the opposition, and for that reason its a strike that all may well be proud of and the way it has been conducted from July 1st to date of this report.

But most of the members of the six crafts on strike are old-timers in the labor movement and from many years experience understand the game when a national strike is on, and for that reason the instructions of the Railway Employees' Department has been observed in its entirety and will be until victory is proclaimed from the Atlantic to the Pacific, and that America is still safe for at least industrial democracy, where all wage workers both men and women are free to use their economic power to right injustice as well as to make possible that recognition which is due them, not only as citizens of the American republic, but that great industrial factor that has made the nation great and respected among the nations of the world and through that great underlying power known as confidence.

For I notice in all walks of life there is no greater power to success than confidence

as it gives to every man and every woman that feeling of security so necessary under our present competitive system either in the labor movement or business, which is evident in present nation-wide strike infusing hope and courage and strength to the crafts involved, to uphold and defend a God-given right their organization and for the present and future protection of their trade and calling as well as those depending on them for support, therefore, we must win this scrap, its won now as most of the power is sure running down hill and in the direction of the scrap heap, can't operate a railroad with junk and misleading propaganda, as it takes skilled mechanics in the shops and when on strike, oh boy, for then its only a question of time when the business agents of the Huckelbury gang get busy to deal out the usual bunk and try to impress on any of the strikers that a separate agreement can be secured which all of the crafts know that such stuff is damaged goods, might go several years ago, but there's nothing doing now in this age of trusts, combines and other similar shoots of the same block whose object is profit and still greater profits no matter what suffering it causes to labor, but the crafts on strike are wise to their little game and from experience, therefore all matters of that nature is courteously referred to the Railway Employees' Department.

In concluding this short write up I am pleased to report that federated meetings are held every day at all points that I have visited, and in the great majority of places mass meetings are held to give the dear public (we hear so much about) an opportunity of hearing what its all about, nevertheless the men on strike are sure on the job and with grim determination every one of them that present fight for justice as well as full recognition of every consideration due them, is the issue and will continue to be the issue until victory crowns their efforts regardless of traitors and others of the same brand, as the railway shop crafts never lay down when justice is at stake.

Trusting for an early settlement, but a satisfactory one, nothing more or nothing less.

Truly and fraternally yours,
THOS. NOLAN,
Intl. Vice-Pres.

REPORT OF INTERNATIONAL VICE-PRESIDENT McCUTCHAN.

For the Period from May
15th to Sept. 15th, 1922.

Winnipeg, Canada, Sept. 15, 1922.

At the time of making my last report

for the Journal, I was in Montreal, participating in the negotiations arising from the proposed changes made by the Railway Association of Canada to the working rules

as contained in Wage Agreement No. 4 and the schedule committee were about to sign what is known as "Revised" Wage Agreement No. 4, subject to thirty days' notice from either party for a change.

Following this the whole matter was submitted to a strike vote of the membership of Division No. 4 in a clear cut proposition as to whether they were prepared to accept the "agreement secured by the committee or to go on strike to force something better."

Leaving Montreal on May 19th, at the conclusion of the above portion of the negotiations, I visited Port Arthur and Kenora on my return to Winnipeg. Federation meetings and other business of the organization was attended to at each place.

Returning to Winnipeg on May 26th I remained there attending to routine business of the organization until July 3rd when I again went to Montreal in connection with the "Wage" negotiations which were initiated by the Railway Association and as all of our members have been kept fully advised as to what went on in connection with that matter, by the numerous circular letters issued by Division No. 4, it would be useless for me to make a repetition of same in this report.

From July 5th to July 14th and from July 24th to August 2nd I was in Montreal in connection with the Wage negotiations and in traveling to or from Montreal I have visited Chicago, North Bay, Capreal, Horinpayne, Port Arthur, Atikokan, Ft. Frances, and Rainy River and with the exception of Chicago Federation meetings have been addressed to each of the above places, and several applications secured.

July 17th to the 21st was spent in Winnipeg and as it looked very much like a strike of the shopmen in Canada at that time the writer, along with others put in that time by addressing meetings at the shop gates and by other methods, done what we could to make the strike successful if one was called insofar as Winnipeg is

concerned, where there is some 2,000 unorganized shopmen at present, due to the split in the unions some three years ago and the remaining 4,000 are divided into three openly hostile groups of unions.

Since August 2nd the writer has been in Winnipeg, speaking once a week at each of the three large shop gates during the noon hour and by personal visits doing everything possible to get the men in those shops reorganized and at present there is some prospects of making some headway in that direction.

In the opinion of the writer if a strike had been ordered of the shopmen in Canada, Winnipeg would of furnished more men who would of refused to respond to the strike order, than even the worst shop on the Pennsylvania Railroad.

Since the appeal has gone out to the shopmen at work in Canada for the day's pay in support of their striking fellow shopmen in the United States, we have had the officers and others of the secessionist movement, doing everything that they could to prevent the payment of the day's pay, and even resorting to slandering and vilifying the men who have been putting up such a magnificent fight to maintain conditions and wages for not only themselves but for the very individuals who were working steady in the shops in Winnipeg and not only refusing to contribute the day's pay, but doing their best to prevent others from making the contributions. When the history of one of the greatest railroad strikes on the North American Continent is written, the records will show that the part played by Winnipeg will certainly not be to the credit of any group of workers who call themselves men, however, this can in no way be blamed on the many loyal members of the international unions, only to those who would assist the employers in destroying those unions.

Yours fraternally,

R. C. McCUTCHAN,
International Vice President.

Technical Article

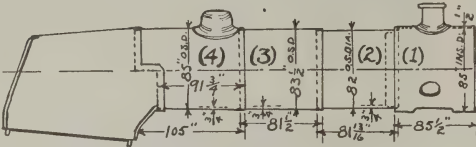
By O. W. Kothe.

STRAIGHT CYLINDRICAL LAYOUTS.

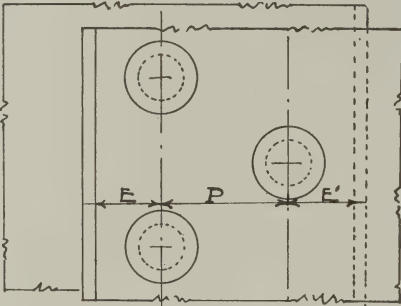
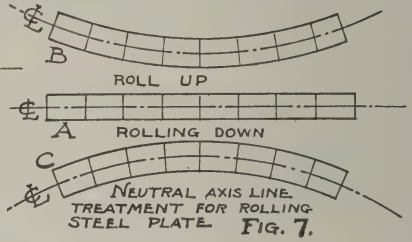
In Fig. 6 we have a sketch of locomotive boiler such as we showed in the side elevation Fig. 1 in last issue. Here we shall consider the general principles of developing straight cylinders and the same treatment holds good for any sort of cylindrical work, whether boilers, drums, tanks, stacks, etc.

Observing our sketch we see that all rings

of the barrel are straight, no petticoat sheets, and that all rings are of different diameters as well as different lengths. We should have mentioned in connection with Fig. 1 that all rings overlap each other inside toward the fire box. This is to facilitate washing out the boiler with the hose so no sediments will lodge against the ledges. Before taking up the laying out of

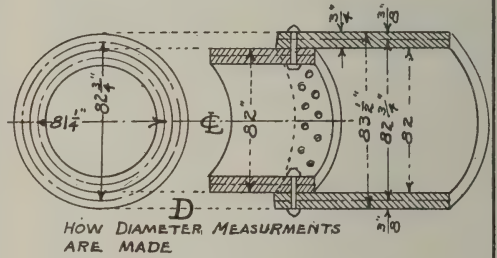


SKETCH OF BOILER COURSES
FIG. 6.

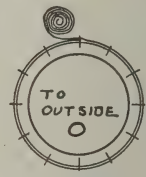
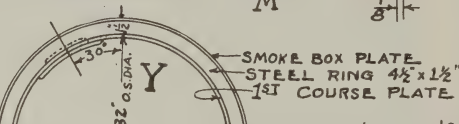
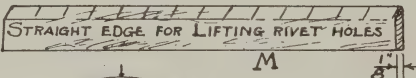
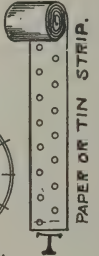
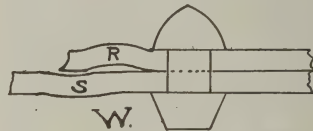


ALLOWING
LAP EDGES
FOR RIVETING GIRTH SEAMS

FIG. 8.



HOW DIAMETER MEASUREMENTS
ARE MADE



TRANSFERRING RIVET HOLES WITH
PAPER OR THIN METAL STRIP.

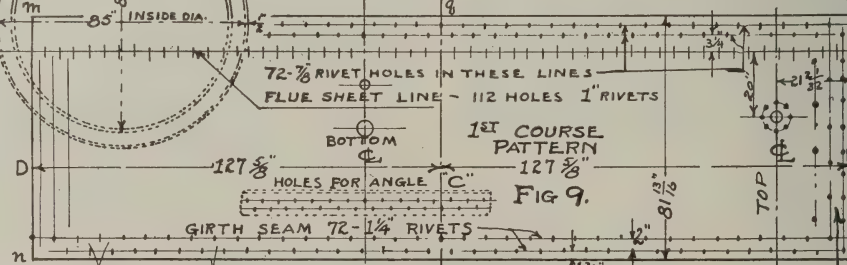


FIG. 9.

LIFT HOLES FROM BUTT STRAPS
SHOWN IN DETAIL FIG. 3.

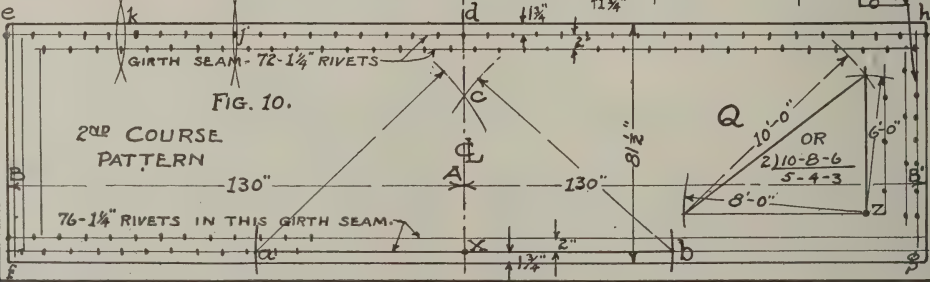


FIG. 10.

2ND COURSE
PATTERN

76-1 1/4\"/>

the plates, it is best that we consider some principles about working heavy plate.

Neutral Axis Line.

All plate work heavier than one-sixteenth inch plate must be treated on the neutral axis line of plate. This line is located in the center of plate thickness; that is, we place it there since it is as near as we can come to it. Observe a flat plate at A Fig. 7 the lines are equally spaced, and they are the same distance apart at both the top and the bottom. Now when we roll this plate A up as at B or down as at C; then the inside or throat of plate shrinks or compresses, while the outside or heel stretches or expands. This is shown in the difference of the spacings in the throat and heel line, while the center line in each case is substantially the same distance between points as detail A.

Now theoretically we know that metal will stretch much easier than it will shrink, so it is evident that the heel stretches more than the throat will compress. This moves the neutral axis line slightly inside of the center thickness of plate. Just where this is we do not know, because the brittleness or softness of the metal in places, the manner of working where parts are stressed more than others, and other factors met with tend to move this neutral axis line as the metal is worked. But speaking from a practical standpoint—we always consider the center line of plate as the neutral axis line. This center line in A, B or C is maintained wherever a person works, and in all thickness of plate. For flat or round bars the same central line is maintained always. It is only angle bars, channels, T-bars, Z-bars, etc., where the neutral axis line finds other locations.

At sketch D we see how the metal works out as it is rolled into shape, how the one cylinder must snugly fit inside of the larger, and that measurements for figuring the circumference are taken from the neutral axis line.

The Circumference.

The relation or ratio between the diameter and circumference of a circle is expressed in mathematical formula by the Greek letter π (pronounced pi) and its value to ten decimal places runs this way: 3.1415926535 plus. Since this decimal is indeterminate, the circumference of a circle can never be exactly calculated from its diameter. The fractional decimal will never come out even, no matter how many places you carry it out.

Therefore the formula 3.1416 is used to multiply by the diameter of a circle, and the product gives us the circumference. For rough calculation the figure 3.14 is sufficient, but for fairly accurate results it is best to use the 3.1416. Some workmen prefer the fraction three and one-seventh times the diameter, which factor is also correct. But all other methods of arriving at the true circumference of a circle should be dispensed with.

Now in our sketch D we see that $81\frac{1}{4}$ inches is the neutral diameter axis line of boiler shell. So—

$$\begin{array}{r} 3.1416 \text{ factor} \\ 81\frac{1}{4} \text{ neutral diameter.} \end{array}$$

$$\begin{array}{r} 7854 \\ 31416 \\ \hline 251328 \end{array}$$

255.2550 inches in circumference of shell.

The larger shell is $82\frac{3}{4}$ inches on neutral diameter. So 3.1416 by $82\frac{3}{4}$ equals 259.98 or 260 inches.

When these two shells are made to this girth 255.4 and 260 inches; the one will exactly fit in the other as our drawing shows.

Allowing Lap and Transferring Holes.

In Fig. 8 we show the general practice of staggering rivets. But in locomotive boiler work all these details are specified, as in Fig. 1 the lap edge E is $1\frac{1}{4}$ inch and the back pitch. P is 2 inches wide. Rivets are $1\frac{1}{4}$ inches in diameter. But in general practice the Edge E or E tangent with rivet, is made equal to the diameter of rivet after it is driven. That means E equals $1\frac{1}{2}$ times the diameter of rivet hole. This is so the rivet does not tear through the lap edge as sometimes happens when this edge is too narrow. A trifle wider is better than too narrow, although it is not good to make this edge too wide as at sketch W. Here in the calking process the edge R will buckle, and the intense hammering will also deform the lower sheet as at S. Hence it is as important to make this edge E of the right width.

The back pitch P is specified as 2 inches, although this is not so particular, since a half inch further apart would not harm anything. This pitch in general made from $1\frac{1}{2}$ to 2 or $2\frac{1}{4}$ times the diameter of rivet after it is driven. In repair work, these dimensions must be secured from other parts of the boiler. Copy the width of lap E and P, also the diameter of rivet and its pitch direct from other parts of that boiler seam. In this way you will play safe and not run chances in weakening the structure.

The matter of spacing rivet holes is quite an item in large plates. Ordinary dividers are not at all satisfactory, but good hard steel points should be welded to the dividers. Unless this is done, when spacing holes any length as in Fig. 9 or 10, the dividers will walk so much that it is quite impossible to step off two separate lines the same without many trials. A good way to appreciate this, set dividers to say a 2-inch pitch and space a ten foot steel plate into sixty equal pitches. When the deed has been accomplished, step off a second line with a view of matching them. It will be found a very tedious process.

To overcome this difficulty, various forms of templates are made. A simple one is shown at M, where the one edge is beveled,

and when one set of holes are marked off, this template is used for transferring those holes to the opposite edge, or on a second line. Wooden battening strips as at M are most serviceable for straight seams as shown in our patterns.

But where holes must be "lifted," say from the smoke box ring Y, when holes are not drilled through the three layers in position—then a paper template board or a long light sheet iron strip as at T is used. If it is the desire to transfer holes from the inside of the ring to the outside of a ring as from N to O—then the strip is unrolled and the holes are marked direct from the ring. This strip is then transferred on the outside of O and clamped down tight, and the holes are center punched through the marks from N. If these holes are carefully marked and drilled, they will be absolutely accurate.

The reason for using some very thin material for lifting these holes is the strip will develop no neutral axis line to speak of. Some repair men use a batten strip as at M for transferring holes from outer boiler wrapper roof sheet to the ring (4). But it is clear that even a very thin batten of $\frac{1}{8}$ inch or less will develop a neutral axis line. Then in the bending process the holes will not come as close as they should. Often these holes are first drilled to a smaller size and then when the various parts are fitted together—they are reamed out to suit the diameter of rivet. The matter of transferring rivet holes is something that requires a great deal of watching and checking over by the workman. It is not only that methods must be used, but keen judgment must be used with the methods.

We speak of patterns meaning an original lay out. Some workmen prefer to call it a template, which is no doubt correct, but we feel there is a distinction in that a pattern is a first layout to which others may be marked from for quantity production. The pattern is the thing just developed; but if it is to be used in marking off others, it also becomes a template. So you get out patterns, but use it as a template to mark off others. Your template was originally a frame structure set up for bending paper around certain curves to derive the pattern. This structure was made new each time some difficult work was met with, which the layerout did not know how to develop geometrically.

Today there are still thousands of layerouts who build up a piece of work piecemeal, using a part of it as a template to "lift" another piece of paper for marking out another piece of plate. It is a slow process and men who follow this practice for common placed fitting—they are hardly worthy of the name of layerout. A layerout should be well able to lay out everything a job requires right from his drawing board. All holes, bends, twists, etc., can be worked in with a high degree of accuracy if a per-

son watches his work. It is only when work is further shaped as flanging or dishing where it is out of his control, that his inaccuracies will occur.

In setting out patterns it is always best to work from a center line of the sheet. But to do this a reasonably square edge must be had along one side of plate. In Fig. 10 we show the development of a straight cylindrical pattern. Let f-g be the base line of plate and it is sufficiently square to measure up the first rivet line $1\frac{3}{4}$ inches. Then measure for the center X which is done with a zig-zag rule.

With X established, set trammel points to X as center, and using any convenient radius, strike arcs across the first rivet line as in points -a- and -b-. Next set dividers to a little longer radius as something greater than a-X and using -a- and -b- as centers strike and cross arcs in point -c-. This is the geometrical principle for squaring up a line at 90 degrees to another line. Now draw center line X-d through the intersection -c- and then measure as d-e and d-n to see if lines will run off the plate. Sometimes these plates are cut slightly diagonal and to start from such a base line will throw part of the pattern off the plate. In such cases the other edge can be tried, or the first rivet line above f-g is tilted just enough to get the pattern on the plate. In that case a new center line must be squared out as x-c.

If the given outside measurements will remain on the plate, the width of the plate $81\frac{1}{2}$ inches is measured and the several rivet lines as well. Then with a long straight edge, or a chalk line well stretched, the several lines are snapped on. Now since this is the larger plate we have seen that it must be 260 inches in circumference, or 130 on each side of center line x-d. So by means of a six foot zig-zag rule or a steel tape measure the 130 inches are measured off at both bottom and top as shown from A to B and A to B.

This enables drawing the longitudinal seam lines, and the rivet lines are then set in working from a neutral axis line in order to allow for the radiating of the rivet direction between the butt straps and the shell plate. This blocks out the outline and also the rivet lines of pattern and we are then ready to set off the rivet pitches. From Fig. 1 the side elevation we remember this girth seam was to have 72 $1\frac{1}{4}$ inch rivets. So we prepare to set off the rivet pitches by finding the approximate space between pitches. Thus

$$\begin{array}{rcl} \text{Circumference} & 260 & 3.61 \text{ inches or} \\ & \text{---} & \\ \text{Rivet pitches} & 72 & \end{array}$$

We may say $3\frac{1}{2}$ inches as the pitch for the first trial.

But now observe that in walking the dividers the full 130 inches on each side of center—a wide discrepancy can result. So for greater accuracy as well as for less work,

we sub-divide the distance into such even spaces as our 72 pitches will permit

$$\begin{array}{r} \text{Thus } 2\sqrt{72} \\ 2\sqrt{36} \\ 2\sqrt{18} \\ \hline 9 \end{array}$$

We can sub-divide our spaces twice from the center line x—d, and that leaves us a space of 9 pitches between each sub-division. So we set our tramlis to a radius somewhat greater than half of the 130 and using—d— and —e— on the first rivet line as center we strike and cross arcs in points —j—. Observe, since the entire girth of 260 inches is to have 72 spaces, then the half from center line must have 36 pitches, and at our bisection —j— we have 18 pitches on each side. So each of these spaces we bisect again setting dividers at —j— and —e— we strike and cross arcs in point —k—. This reduces our working length to 9 pitches as from e to k; k to j, etc. The balance of the line is sub-divided in the same way.

In our case we have on— arranged for 36 pitches in the girth, so that leaves only 18 pitches in the half girth as between the 36 actually required. In such large work and on such small drawings, it is not practical to show our rivet dot one on another and therefore only half the pitches are shown. Observe by sub-dividing the distance d—e on the first rivet line the 9 equal pitches are much easier to average up than the whole 36. So setting off the pitches on this line all the way along d—e, we then make use of the straight edge M of Fig. 8 and lay it along these pitches on d—e and hit them for the other half of pattern or d—h.

When the staggered rivet is placed on the second line, then this strip M is used for marking off the holes. The bottom rivet lines are divided into 76 pitches or about 3 inches apart. Here the full line is also sub-divided and will work out with a remainder of 19 spaces between sub-divisions. Otherwise the setting off of rivets in this joint is the same as above.

The rivet holes on the longitudinal seam edge are marked off by taking the butt straps and laying over the lines and marking off the holes. This is the best way, because then you are sure of a perfect fit. To lay off each of these lines separately is always liable for errors to creep in.

At the right of this drawing we show a diagram Q used for squaring up a perpendicular line from the outer corner of another line. The principle it works under is lines made in lengths of 6-8-10 feet, or 3-4-5 feet will produce an absolute right angle. So whenever you must draw a square line at the end of another line as at point Z; it is evident that you then have one line to work from.

On this measure off 8 feet, or 4 feet however the size of the work may require. Next with a trammel point set to 6 feet or 3 feet, this distance is measured off from point Z. Then using a trammel point or steel tape set to 10 feet or 5 feet, cross cars at the top, and that gives you the intersection for drawing the square line. This principle can be used in multitudes of places, and can be laid out by a zig-zag rule. It is much more accurate than drawing such lines 8 to 12 feet long by means of a steel square. For short distances the steel square is quite serviceable, but for long lengths, it is too easy to run off the true course.

Now the pattern in Fig. 9, which is the inside cylinder is laid off in identically the same manner. In this case we have made the longitudinal seam 30 degrees from the vertical line as in diagram Y. Here the rivet line for flue sheet is set off much the same as other rivet lines, and holes are marked off as becomes the measurements on the side elevation. In this pattern the girth is shorter being $3\frac{3}{4}$ inches less than our girth in Fig. 10. This makes the rivet pitches on the circumferential seam closer together, Thus:

$$\frac{255.25}{72} = 3.54 \text{ or } 3\frac{1}{2} \text{ inch pitch.}$$

These rivet lines are also sub-divided as before and when one line is spaced, the holes are lifted on a strip and with it the other holes are marked. The butt strap rivet holes are marked direct from the butt straps, placing the holes exactly over the rivet lines. In this way, all straight courses are laid out and when setting off the rivet holes on the girth seams it is important to watch the matching of the holes between the courses that fit over each other. If this is not done, it is extremely easy to start a straight row of rivets where a staggered one ought to be. In rolling the plates, always see so your markings are placed on the outside of plate. The men who do the rolling must also be careful of this.

Correspondence

Richmond, Virginia.

Dear Sir and Brother:

Just a short article for the Journal from Lodge 170 of Richmond, Va. Although a little tardy of late in writing up matters of

interest to our brother members, still Lodge 170 is on the job and going to stay there, as the sticking around qualifications was never questioned in the past, nor will be in the future when a brother needs it, as well

as always trying every time to defend the principles of the International Brotherhood like all union men who are members of it, and more especially when Yellow Slackers and Shifters who are continually handing out a line of dope that has for its purpose the destruction of our membership and try to get away with it. But the members of 170 are old timers who from past experience in their affiliation with the International and local labor bodies know the benefits of close co-operation and for that reason Lodge 170 is not bothered with that class of would-be members, as we are just plain every-day union Boilermaker, Apprentices and Helpers who know what we want, and know how to go after it when conditions justify a show-down to get the bacon. We have done it in the past when it took real union Boilermakers to stand up and be counted in defense of our members and the constitution of the International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of America.

As the members of Lodge 170 and their sister lodge fully realize that there never was a time since the organization of our Brotherhood that applied constitutional business as well as strict co-operation is so necessary as at present. In order to tide over successfully the unhuman rotten conditions that organized labor is up against a friction or jars of any kind only tends to make the fight for justice that much harder to secure. For our efforts should be now to show unbroken ranks so as to be in a position to handle a situation that demands of union labor to be lined up and united as one, against our common enemy who are lined up for fair, and for that unholy purpose to destroy, if possible, the American labor movement.

The strike situation at Richmond, Va., is O. K. All crafts 100 per cent on the job and there to stay until victory is heralded by the Railroad Employees Department, that all crafts return to work with full seniority rights and recognition of our International Organizations in the railroad shops of Uncle Sam's Dominion. Respectfully, L. R. Britt, Pres. Local No. 170.

Portland, Ore.

Dear Sir and Brother:

I am sending you a few verses on the 23rd Psalm, which if you see fit I wish you would publish in the next issue of the Journal. I don't think there is anything out of the way in it.—T. A. Crawford.

A Modern Version.

Harding is now my shepherd, and I am in want. He maketh me to lie down on the park benches; he leadeth me beside the free soup houses. He restoreth my doubts in the Republican party; He leadeth me in the path of destruction for his party's sake. Yes, though I walk through the valley of starvation, I do fear evil; for thou art against me; and the profiteers they frighten

me. Thou preparest a reduction in wages before me in the presence of mine enemies; thou anointest my income with taxes; my expense runneth over my income. Surely poverty and unemployment shall follow me all the days of this normalcy administration; and I will dwell in a rented house forever and ever. Amen.

New Orleans, La.

Dear Sir and Brother:

Kindly give the following space in the next issue of your Journal:

The members of Crescent City Lodge 37, International Brotherhood of Boilermakers and Iron Ship Builders and Helpers of America present this in commemoration of our departed Brother and Corresponding Secretary George J. Doherty, who was taken from our midst August 4th, 1922, and passed to the Great Beyond. He has been in our

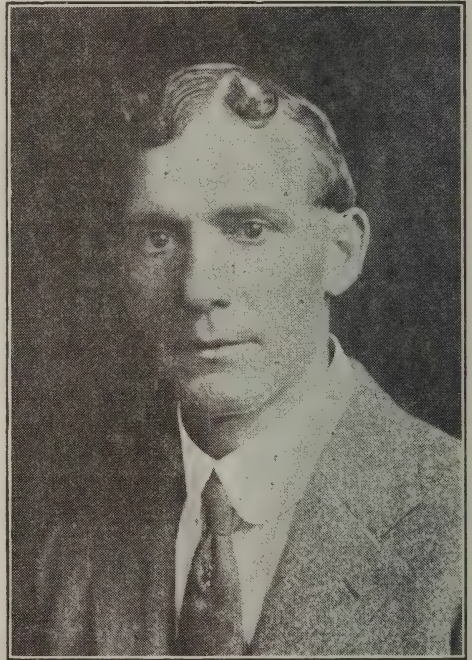


Photo of Bro. Geo. J. Doherty, (Deceased), Formerly Corresponding Secretary Lodge 37, New Orleans, La.

ranks quite a number of years and has been an active and loyal worker for our cause. He was kind, sympathetic and highly esteemed by all who knew him, and we, the members of Crescent City Lodge No. 37, of New Orleans, La., unanimously extend our deepest sympathy to his bereaved widow and relatives in their hours of sorrow. We wish to remain. Yours fraternally, B. J. Schreiner, Cor. & Fin. Sec., & B. A. Local 37.

Dear Sir and Brother: Lima, Ohio.

Lodge 259 wish to report the death of one of our brothers, Robert Halloran, son

of Wm. Halloran also member of 259. This lad being but 20 years of age was shot by a railroad guard on Sept. 9th, and died Sept. 10th. His death was keenly felt by all members, as he was very well thought of and to show their love for him and also recognition of his many good qualities they attended his funeral in a body.

We also wish to extend our sympathy to the bereaved family. Thanking you, I remain, yours fraternally, H. L. Gunn, Sec. Lodge 259.

THE SCABBER'S WIFE.

Oh! I'm a happy
Scabber's wife,
As happy as can be;
I have an 'auto'
Bet your life,
There are no flies on me.
I have new dresses
And new shoes.
My stockings you can see
Are all pure silk,
And peek-a-boos,
Sure—rolled below the knee.

Once every week guards
Let me through
The scabbery fence's gate;
The pickets take a
Look—or—two,
Eyes filled with envious hate;
But I just throw
My head up high,
And smile like any queen;
To think! My man—
Is standing by
The rail-loading machine!

—M. P. Sheldon.

Dear Sir and Brother: Trenton, N. J.

I am sending a picture of the headquarters of the striking shop craft of Trenton and



Headquarters of Striking Shop Crafts, Pennsylvania Railroad at Trenton, N. J.

vicinity, asking you to put copy in next issue of the Journal, also this little note.

The boiler makers of Trenton came out to the number of 140 men and we left only 18 men in the shop, which is not a bad showing for a shop on the Penn. line, and the boys are all sticking. We are out to win.
—Correspondent Lodge 468.

THE ROUND-HOUSE BLUES.

There is trouble in the tin-shop,
And the round-house, too, we know,
For they've hired blooming roughnecks
That can't manicure a toe—
Let alone a boiler's belly,
Leaky fire-box and the flues.

There is trouble in the back-shop,
And the blacksmith shop as well—
For this bunch of drifting hobos
As mechanics do play hell,
For they couldn't run a stay-bolt,
Caulk a patch, or ring the bell.

Yes, there's trouble on the railroad—
Wrecks they're having by the score,
People CRIPPLED, KILLED, and MANGLED
'Cause these boobs thy've got galore
Think, keys, to a boiler's man-hole,
Are the same as to door.

CHORUS.

Hear the news! Hear the news!
They've got the round-house blues.
Leaky flues! Leaky flues!
Oh! Those round-house blues.

This strike they're going to lose,
Going to lose! Going to lose!
Oh! the Blues! Oh! the flues!
Oh! those round-house blues.

—M. P. Sheldon, Boilermaker Lodge No. 3.
St. Paul.

Kansas City, Missouri.

Dear Sir and Brother:

Have just finished reading a report of the Interstate Commerce Commission. The report quotes figures on 4,085 inspections during the month of July. There are 12,000 violations of I. C. C. rules governing operation of locomotives. Each violation of the locomotive inspection law is punishable by a fine of \$100.00. Yet I have not seen or heard tell of any steps taken by the Department of Justice to prosecute any of the Railroads Officials. This report was for the month of July. God knows how many violations of this law has been since that time.

We have at this time fifty government inspectors to inspect 70,000 locomotives; they inspected 4,085 locomotives in the month of July.

Yet our government is aware of the fact that the force of the inspectors is too small and that the railroads are violating the law every day. Yet there is nothing done, nor will there be. I thought perhaps the 100 per cent Americans at Washington, D. C., could find a thing called "Injunshon" that

might perhaps save the lives of a great many of our 100 per cent traveling public that are risking their lives every time they make a trip by rail these days; but to date there has been no law making the railroads live up to the laws of the I. C. C. been found. Can you beat it? At 717 different points they made personal inspections of 4,085 locomotives. Of these 2,456 disclosed defects of varied character, more or less serious; 169 were found to be in such condition that they were not safe to operate. Notice was served on the Carriers under Section Six of the Act requiring them to be taken out of service. The other 992 were found to have defects less serious in character but in need of prompt attention. In 1,295 cases defects thought not such as to give cause for immediate concern were such, as in accordance with sound practice should have attention on the basis of inspections made; the report guardedly brings out the fact that something over half of the locomotives examined are in need of repairs. And they must secure men that know how instead of the Rats that are trying to make the public believe that they are the mechanics. The Company knows, and as soon as the strike is settled the Rats will realize the fact.

Sometime ago, while going to work I took a short cut and as I got to the foot of the hill I came to the railroad track. A big farmer pulled a gun about three feet long and I had to stop and he told me that I could not cross. I asked him what was the matter and he replied, "Why, where have you been; there is a strike on and my orders are to allow no one to cross here." I replied, "Why do men have to work with a man guarding them with a gun? He said, "Yes, if I was not here the men would be dead in one hour." I told him I could not work that way. He replied, "Why I get \$15.00 a day for eight hours and the men get \$10.00 and eats, sleeps and smokes. He was good enough to let me cross but I rode the street car to work since that date and I often wonder why the railroad officials will pay men such a wage when we are only asking for a wage and conditions that will allow a man to live in something besides a box car. These same men that are hard-boiled, men of Mr. Atterbury's type, will only go in the shop and put up with some of the conditions that the writer has, they would only be too glad to secure a position elsewhere. I would like to see some of them go in a firebox with 100 pounds of steam and work as some of us have to do and then come out only to be told to go out and help turn the table as the motor is broken. Many times I have seen this done to help get an engine out on time. Yet these officials in their offices are at all times figuring how to lower wages and make conditions even worse. Sometimes I think that they are not to blame but as their lawyers must make a showing for their money, they are the ones that are making suggestions and the poor fish fall for it and then orders

are sent out to try this and let this office know the results as soon as possible. I have been in a position that I know this to be the truth. "Try it, and see how the men takes to it," is always at the bottom of their letters and this, Brothers, always comes through the suggestions of their lawyers that never did a day's work in their lives, only to keep out of the pen, and that is easy once you can connect yourself with some railroad official, as there is no law on the books to put a railroad official in the Pen, but there are many laws made to put the working class there. I am going to ask my friend Henry Allen, of Kansas to make a law some day for us 100 per cent Americans and I hope that I am one, but from his latest speech he is the only one, and he even left out his good friend, White.

Well, Brothers, set tight and the game is won, as they are going to pieces fast. Only a short time and the battle is won. Yours fraternally, C. M. Blair, Local 83.

Long Island, New York.

Dear Sir and Brother:

I am writing to you in regards to a Lawn Festival and Dance which we held at Woodhaven, Long Island, New York, for the benefit of the Long Island Railroad Shopmen now on strike.

Enclosed you will find two photos, one is the sign which we used at the entrance to the grounds, the other photo is one of the booths. This stand was donated by the Buckingham Union-Made tobacco and cig-



Festival and Dance Benefit Given by Long Island Shopmen.

arettes, (John J. Bagley Tobacco Co.), there was about \$60.00 worth of tobacco and cigarettes in this donation.

The use of the grounds and hall was donated by Reverend Father Gustav Bear, of St. Elizabeth's Parish, Woodhaven, Long Island, New York. I am just citing these donations so that the brothers in different parts of the country may see that the people in general are in sympathy with our movement and that it is only a matter of time until the great railroad strike of 1922 will be history.

Now Brother Casey, the members of Lodge No. 264 would like very much if you would kindly publish this letter and the enclosed photos in the next issue of the Journal.

With best wishes and kindest regards, from the members of Lodge No. 264, I remain. Yours fraternally, Wm. F. Phillips, Cor. & Fin. Secy., Lodge No. 264.

East Boston, Mass.

Dear Sir and Brother:

Slowly but surely the wanderers from the fold of unionism in our craft in this city, are returning; the greatest impetus that was noticeable for a long time is seen by the increasing number of reinstatements at every regular meeting of Lodge 585. The several meetings held for organizing purposes and to convince delinquents that they should return to this organization, are beginning to show results and much credit is due to Business Agent E. Campbell of Machinists Union 1103, A. F. L. of East Boston, and Brother George Stewart of the same union, who gave the use of their hall free in several occasions to the unorganized and back sliding boilermakers and helpers, and those two gentlemen earnestly seconded the stirring appeals made (to those who had wandered from the fold) by Vice President Daniel Higgins, ex-Business Agent, Brother John Warnack, Secretary Daniel B. McInnes, Financial Secretary Wm. F. Nyhan and Brothers Robert Swift, Chas. Smith and Jonathan Lamb, all of whom at open mass meetings of allied water front crafts strongly advised all who were "out" to get in under the banner of the A. F. L. in their respective international organization and pointed out in no uncertain terms the danger and ultimate disaster that would follow any mad brained experimenting in dual organization! It appears to the writer that the mighty menace of a dual organization which seemed recently about to fructify has passed away.

The vice president of Lodge 585, Brother Dan Higgins has the deep sympathy of his associates in the loss of his brother, John Higgins, one of Boston's best known and most popular boilermakers, who died about the latter part of August, rather suddenly. John Higgins was a good union man of many years standing and his hearty greeting and good natured presence will be greatly missed.

Charles W. Haslam, one of the last of the old time boilermakers of Boston, who has almost reached the age of three score and

ten, has been in the business almost half a century and he is one of the old guards of Lodge 585 who hopes to see our lodge strong and prosperous again despite all of the plots by visionary sycophants of the plutocrats to poison the minds of those working at the business against the efficacy and logic of trade unionism. Yours fraternally, Daniel B. McInnes, S. L. 585.

Louisville, Ky.

Dear Sir and Brother:

Enclosing a copy of piece of poetry composed by a member, Tom Cuniff, belonging to Local 102 and is out on strike and in charge of pickets at 10th St. Round-house, if possible put in Journal if it meets with your approval.

Everything in Louisville in all crafts are fine for seven weeks of hard struggle. Nothing but injunctions and arrests, but have not broken our lines as yet. Out to win for victory for all. Fraternally yours, J. W. Hutchison, Chr.

Advance Pickets.

Heaven is not an open shop,
God is just, the unfair must stop,
His pickets they are everywhere,
Rest assured, no injunctions there.
Every day is one day more
Nearer still the Eternal shore
Solomon's wisdom sure was great
He pickets at the Golden Gate.
Again I say no injunctions there,
Solomon (King Pickets) is on the square,
Other pickets are working everywhere,
Scabs are in hell, and the just are treated fair.

Is it possible that scabs pass there?
They're not even admitted on the Golden stairs.

If one is seen passing through,
Pickets get busy: What would you do?
So let's go some Local 102.

La Junta, Colo.

Dear Sir and Brother:

Kindly find space if you can in the October Journal for these few verses. We are out here to win "Stick Boys Stick It." Hoping for a clean white victory, I am yours fraternally, Thomas Wallace.

Steady and True.

Our colours blue, no yellow streak,
For Labor's cause, our rights we seek,
Shoulder to shoulder, we stand erect,
Both law and order, we do respect.
We don't crave trouble, by any means,
Enuf of that right here it seems,
A square deal now, just give us a show,
Are we downhearted

No. Hell No.

Chorus.

Who would be a traitor's Knave,
Who would fill a coward's grave,
Who so base as be a slave,
Let him turn and go

Who for Labor's rights and law,
Freeman's sword will strongly draw,
Freeman stand and wield the blow.
Are we downhearted

No, Hell No.

No "Wall" Street flowers, our ranks are
pure,

We're true as steel you may be sure,
Tried in the fire, aye clean and white,
To the last ditch we mean to fight,
Our cause is just, our morals good,
Do unto others as they should,
The "Golden Rule" we will them show,
Are we downhearted

No, Hell No.

Chorus.

Steady boys steady, the strain is severe,
Fight to the last ditch, victory is near,
Grease up your sinews, go right ahead,
Play the game fair, you have nothing to
dread,

Never you worry, you cannot lose out,
Do keep wide awake, never a doubt,
Just keep your "Pep" up your Ginger and
Go,

Are we downhearted

No, Hell No.

Chorus.

If the fight seems long and weary,
We will conquer in the fray,
When the days seem dark and dreary
Sun will chase the gloom away,
Let them see we're in the right
Full of vigour, full of fight,
Lots of "Pep" and lots of "Go"
Are we downhearted, you tell 'em

No, Hell No.

Chorus.

So when this turmoil is all over,
And we're back to work again,
We will feel like pigs in clover
Just like sunshine after rain,
Labor Board, we see your finish,
Yes we will order you to go,
Wages you tried to diminish,
But we didn't get downhearted,

No, Hell No.

—Thomas Longmuir Wallace,
No. 77, La Junta, Colo.

A WRECK.

The engineer sat in his cab—
His watch was held to view,

The second hand—now as if glad
That just some seconds few
Were left, until the throttle wide
Would start this express thru—
Just ticked, and ticked, and ticked,
and ticked,
'Till the starting whistle blew.

A clang of bell—the swish of steam,
This monster comes to life.
The shining rails in headlight gleam—
They're off! And like a knife,
This mass of steel and whirling wheels
Cut thru the night's black wall—
With rush and roar it madly tore—
To doom beyond recall.

The Engineer's tense nerves of steel,
Sensed something wrong below.
Controls he tests with lightning speed—
Yet, nothing wrong does show—
He quickly scans the track ahead—
Then—looks at pressure gauge—
Ah! Now at last! He knows, he knows—
Each second is an age.

This hurtling mass—at sixty miles—
Can not be checked in flight—
The air-brakes fail to function right—
They rush on thru the night.
He pulls the sand cocks open wide
In hopes of slowing down—
But all in vain—the time's too short—
They roar right thru a town.

A red light! Ah, God! A red light—
Right on the track ahead—
He throws eccentrics in reverse—
That instant—he is dead.
One hundred yards of wreckage there,
Three hundred souls in pain.
This mangled mass of misery—
The wreck of just one train.

You often in your papers read
Of wrecks we have today,
Where presidents of railroad fame
EXPLAIN the FACTS AWAY.
Now—wrecks THE HABIT have become—
Since ignorant SCABS are used,
Instead of MEN OLD AT THE GAME—
Their RIGHTS refused—REFUSED.
M. P. Sheldon.

In Memoriam

Notice of the following deaths of members and relatives of members have been received, with suitable resolutions of sympathy:

MEMBERS.

Bro. Tony Sacco, member of Lodge 37, New Orleans, La., died July 19, 1922.

Bro. George Doherty, member of Lodge 37, New Orleans, La., died Aug. 4, 1922.

Bro. Howard Redman, member of Lodge 587, Beaumont, Tex., died Aug. 11, 1922.

Bro. R. L. Bowden, member of Lodge 298, Portsmouth, Va., died Aug. 13, 1922.

Bro. Bernard E. Kelley member of Lodge 149, Marshalltown, Ia., died Aug. 1, 1922.

Bro. Joseph Kire, member of Lodge 155, Bloomington, Ill., died recently.

Bro. H. C. Sandros, member of Lodge 699, Farnfeld, Mo., died Aug. 22, 1922.

Bro. Robert Halloran, member of Lodge 259, Lima, Ohio, was shot by railroad guard Sept. 9th, 1922.

Bro. Thomas E. Tierney, member of Lodge 55, Newport News, Va., died August 25, 1922.

RELATIVES OF MEMBERS.

Mrs. Grace Holsapple, wife of Bro. Ed

Holsapple of Lodge 199, Horton, Kans., died Aug. 14, 1922.

Harold Walton, son of Bro. W. J. Walton of Lodge 194, Vancouver, B. C., Can., died Sept. 9, 1922.

News of General Interest

SMALL INVESTORS ROBBED OF HUGE SUMS.

Various estimates gleaned from more or less authoritative sources have been published in the last few months as to the amount of money lost by the American public through unwise and fraudulent investment. Now comes Jacob H. Banton, district attorney of New York, with \$750,000,000 as his estimate of the amount robbed from the people through fraudulent stock promotion schemes and bucket shop operations since the close of the war.

Mr. Banton says he bases these figures on the avalanche of complaints received at the district attorney's office during the first six months of his administration.

At the New York office of the United States Government Savings System, which is endeavoring to educate the people to conserve their money by putting it into sane and safe forms of investment, R. H. Roraback, director of the Second Federal Reserve District, commenting on the unfortunate situation disclosed by Mr. Banton's figures, pointed out that it is a surprising thing

that otherwise prudent and careful folk seem to be willing to surrender their judgment and will, when it comes to investment matters, to the smooth-tongued gentry who offer them all sorts of impossible schemes to get rich quick.

"Depressing as the facts are," said the Director, "to those who realize the social and economic dangers involved in such huge losses which are entirely unnecessary and avoidable, the situation is showing unmistakable signs of improvement as the purposes of the Government's savings work is becoming better understood by the people."

Preliminary reports of sales of the new Treasury Savings Certificates for June indicate the increasing popularity of this security which is sold in three denominations for \$20, \$80 and \$800, respectively. The Certificates run for a period of five years and if held to maturity the investment increases 25 per cent in value. As the Certificates are issued only in registered form, they are protected against loss of any kind.

A STRIKE IS CALLED.

By Ray Vern Maple,
Sec'y.-Treas. Indiana Progressive Political Action Committee.

The industrial situation is growing more seriously daily. The miners have won out in their strike, but even now operators are saying that it is only a truce and are boasting of what they will do after April 1, 1923. The railroad shopmen are not only fighting the railroad companies, but Wall street and all of the big business and open shop interests of the country. The refusal of the railway executives to restore the shopmen with seniority unimpaired is only a smoke screen behind which they are attempting to crush the shopmen's organizations, form company unions and become masters of all they survey in the industrial field. Should the railway executives succeed in maintaining their present position the life of every labor union in America is but hanging by a mere thread. We cannot afford to see the shopmen go down in defeat.

The present administration is not concerned one iota about the justice of the shopmen's demands. President Harding said, "I am resolved to use all of the power of government to maintain transportation and to sustain the right of men to work." By

this statement he means that he will aid the railroad companies to secure scabs and employ "all the power of the government" to break the strike. When he succeeds in doing this what will he do to other labor organizations?

Labor's greatest and most important fight is on the political field. Our greatest mistake is that we do not use our ballot properly. We do not participate in the primaries as we should. We remain away from the polls on election day, or worse still, go and vote for our enemies and the result is that the big business, labor hating interests elect their stool pigeons to office and then they ride our backs. We have been mules long enough. Let's be men.

In Indiana Albert J. Beveridge is a candidate for U. S. Senator. His nomination was construed by some to be a slap at the administration, but he very quickly informed such critics that he would support the administration strongly if elected. Therefore he has in advance pledged himself to aid the administration to crush organized labor. Speaking before the New York Chamber of

Commerce on Nov. 17, 1921, Beveridge had this to say about organized labor:

"No sooner was the country rid of certain banded rulers of capital, whose arrogance, obstinacy, ignorance and greed began the trouble, than certain banded rulers of labor took their place and set up a despotism of force and threat more irritating and destructive than the preceding rule of graft and corruption. Another invisible empire has been established as evil and dangerous as that of the dethroned autocracy of wealth. This new assailant of ordered liberty and American institutions is the close and closed corporation of those who have made themselves masters of labor unions. This star chamber despotism decrees not only how, when and on what terms work shall be done, but whether any work shall be done at all. It denies to men and women their inalienable right to earn a livelihood. It violates the eternal truths announced in the Declaration of Independence and sets itself above the authorities constituted by the people and flaunts the people's courts of justice."

During his campaign preceding the primaries, Beveridge advocated a reduction in wages paid railway employees, the repeal of the Adamson Law, a general sales tax, denounced outright the Plumbers' Union and continually jabbed organized labor, blaming them chiefly for the present state of unrest and the high cost of living. These statements made by Beveridge prove conclusively that he is the arch enemy of organized labor. We must unite to the man to defeat him on election day.

Samuel M. Ralston is another candidate for U. S. Senator from Indiana. Ralston's record as governor was fair. He has personally assured the writer that if he is elected he will look out for the best interests of labor and the farmers. Big business is not backing Ralston. If he is elected it will be by the votes of wage earners and progressive farmers. It is up to organized labor to do all in its power to defeat Beveridge by electing Ralston. Election day is not far away. We must get busy. Organize every district, county, ward and precinct 100 per cent for Ralston. Beveridge in the Senate will be a power in the hands of the "open shoppers." Ralston will give attention to our just demands.

The Indiana Progressive Political Action Committee was organized April 9, 1922, by delegates representing organized labor and the farmers from all over the state. This is a non-partisan organization. It is a subsequent of the Chicago Conference for Progressive Political Action, held Feb. 20-21, and is approved by the A. F. of L. and the Indiana State Federation of Labor. At a meeting of this organization held June 4th, Ralston was endorsed for the U. S. Senate. Many other labor organizations have done likewise and this action is in perfect harmony with the State Federation of Labor. This organization is doing all in its power to defeat Beveridge and elect Ralston. You are urged to help us. If there is not a Local Progressive Political Action Committee in your locality, you are urged to form one at once and report to our headquarters, 1301 Naomi St., Indianapolis. We put out 16,000 pamphlets in July and 66,000 in August. These went to every labor and farmer organization in the state. We propose to bring out two more series before election of 50,000 copies each. Beginning September 1st, we will have active field men out to be used where needed most. Circular letters are going out frequently to all labor and farmer organizations. We will bring prominent speakers into this state and conduct a strenuous campaign.

This is your organization. This is your fight. You are urged to co-operate with us. If we are to win out we must have sufficient finances. Every local is asked to send us a donation. Let us hear from you at once.

If you will do this, if you will co-operate with us we will defeat Beveridge, a menace to organized labor and elect Ralston. But every man must help. Don't fail to register. See that your wife registers also. And then on election day take the entire family to the polls and vote for Ralston. Let's use the ballot, our American right as we should. Let's go to the polls and strike as we have never before struck. This is the general strike that is to be called.

LABOR HAS PROBLEMS.

"The situation in relation to labor is even more pronounced than in the case of the farmer. It is claimed that labor primarily deposits about 25 per cent of the money in the banks of the country. Applied to the national banks this would amount to over \$3,000,000,000 in 1920 and including all banks it amounts to more than twice that sum. Not 10 per cent of this vast sum is ever loaned back to laboring people. It is loaned to every kind of speculation and enterprise, often to the enemies of labor.

"If labor had the economic control of its own bank deposits it would have a power for its own betterment far greater than all the strikes that have ever been organized. If the farmer and labor can co-operate together, the combined credit resources of the two will easily control the financial situ-

ation. They are entitled to control the federal reserve bank itself.

"The recent report of the congressional agricultural commission shows that out of the dollar paid by labor for the products of the farm, the farmer only gets 37 cents. Processing, distribution and profits amount to 63 cents. In 1912 the farmers got \$6,000,000,000 for what they sold; the consumers paid \$13,000,000,000 for it.

"Therefore, this condition is not caused by war. It is a product of the competitive system. The war has aggravated it by creating vast debts upon inflated prices but not deflating the debts. The farmer staggers and falls under his burden. Where can we look for relief?

"Why was no fight made for the rights of agriculture? Because little business was

looking toward big business for its inspiration. When big business said deflate the farmer and laborer, little business shut its eyes and joined the chorus. A rude awakening is now at hand. The farmer is deflated all right and a large part of labor is out of a job and short-sighted little business has lost its customers. Its own deflation is now inevitable, a result of its own short-sighted policy. And who won in this ruthless game?

"Big business promoted the rise, gambled

on it and won, discharged its men, promoted the fall, gambled on it and won again. The total relative holdings of big business are enhanced far more by the decline than by the rise, while the farmer, laborer and little business are shuttled into bankruptcy.

"In the face of these facts I demand, is it not time for little business to withdraw its blind support from this autocratic overhead and join with the farmers in their co-operative movement for economic freedom?"—The Labor World (Duluth, Minn.)

CONVENTION CALL ILLINOIS STATE LODGE OF BOILER MAKERS.

To All Organizations of The International Brotherhood of Boiler Makers and Iron Ship Builders and Helpers of America, Within the State of Illinois, Greetings:

The undersigned officials of the Illinois State Lodge of the International Brotherhood acting in accordance with the laws and usages of the Illinois State Lodge of the International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America, do hereby issue the Official Call to all such organizations to at once select their representatives to meet in annual sessions of the Sixth Annual Convention of the State Lodge of Illinois at the City of Peoria, upon the 16th day of October at 10 o'clock sharp, and to continue in session as shall be ordered by the rules of said convention, or by order of the convention itself, until such business as shall be legally brought before the said convention shall have been duly disposed of.

The basis of representation shall be as heretofore ordered and each affiliated local organization shall have the right to send as many delegates to said convention as to it may be deemed wise.

However, each local organization shall have an equal vote in said convention with

all other locals represented, and each organization shall have the right to cast its vote upon all questions before the convention as provided for in the rules as adopted by the convention.

The rules in force at the Fifth Annual Convention shall be in force until such time as the committee upon rules of the Sixth Annual Convention shall have been adopted as the rules of the said convention.

Delegates will send in to the secretary their names and addresses as soon as convenient after their selection.

Headquarters of the secretary while in Peoria will be at the Hotel Harold, Main Street near Adams Street.

Respectfully and fraternally submitted,
Executive Council, Illinois State Lodge, International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America,

JOHN C. ASHLEY,
President, Kewanee, Ill.
ADAM L. SMITH,
First Vice-Pres., Joliet, Ill.
ROBERT H. DUFF,
Secretary-Treasurer.

2310 Sixth St., East Moline, Ill.

(Seal)

OVER HALF OF LOCOMOTIVES IN U. S. INDICATED UNSAFE.

By International Labor News Service.

Washington, D. C.—Half the locomotives in use on American railroads are in need of repairs that should be made to comply with "sound practice," according to what is generally accepted as a conservative report just submitted to the Senate by the Interstate Commerce Commission.

The report quotes figures on only 4,085 inspections. It does not deal with reports already published and not denied that during July, the first month of the strike, there were 12,000 violations of I. C. C. rules governing operation of locomotives.

Each violation of the locomotive inspection law is punishable by a fine of \$100. No steps have been taken by the Department of Justice to prosecute and collect these fines.

The report submitted to the Senate does not deal with August figures and there is every reason to believe that the condition of locomotives has been worse during

August, the second month of the strike, than during July, the first month.

I. C. C. Says It Can't Determine Extent of Danger.

With only fifty government inspectors to inspect seventy thousand locomotives, resulting in the inspection of four thousand and eighty-five locomotives in July, the Commission states that it is not possible for the government to determine "the extent to which the law is being violated." All the carriers feel the extent to which unsafe or defective motor power is in use.

The July findings of the Commission's inspectors typifies the situation throughout the country. In this connection the Commission says:

"At 717 different points they made personal inspection of 4,085 locomotives. Of these, 2,456 disclosed defects of the varied character mentioned above and more or less serious; 169 were found to be in such con-

dition that they were not 'safe to operate,' and notices were served upon the carriers, under Section 6 of the act, requiring them to be withdrawn from service. Of the others, 992 were found to have defects less serious in character, but in need of prompt attention. In 1,295 cases defects, though not such as to give cause for immediate concern, were such as in accordance with sound practice should have attention."

That the report is in large measure a whitewash of the railroads is the belief of many well informed persons in Washington, including some who are familiar with the inner mechanics of the I. C. C.

Over Half of Engines in Need of Repairs.

On the basis of inspections made the report guardedly brings out the fact that

something over half the engines examined are in need of repairs that should be made in accord "with sound practice."

This means that it is not "sound practice" to operate more than half the engines examined. Safety is the only thing considered by I. C. C. examiners in defining "sound practice" and there must therefore be an element of danger in the operation of more than half the engines examined.

If the same ratio holds for the 70,000 locomotives in use in the United States, then there is an element of danger in connection with the operation of more than 35,000 of those locomotives. Passengers have less than a fifty per cent chance of riding behind an absolutely safe locomotive every time they board a train.

HAND-CARVING VS. COMPOSITION.

The Union Woodcarvers of the United States need the help of all organized labor's co-operation in combatting the "composition ornament evil." They wish to urge union men to buy hand-carving. Hence, they ask all union members when purchasing furniture, pianos, phonographs, etc., to be sure that it is strictly hand-carved.

Hand carving is invariably union made. Composition-carving is unfailingly non-union made.

So when union men purchase furniture they should be careful and discriminating by demanding hand-carved furniture. Composition ornament is nothing much more than a colored putty that contracts, expands,

cracks and crumbles, and is moulded by unskilled labor into the shape of carving. The use of composition ornament has made the trade very unreliable for employment; and has forced carvers to leave the trade for other occupations; and makes it so that apprentices can seldom be induced to learn the trade. Therefore, we would urge that all union men give this the widest publicity.

Yours fraternally,

The Grand Rapids Woodcarvers' Publicity Committee,

CHAS. DAVIDSON,
JOHN REDHEAD,
EDWARD SNOCK.

(Seal)

STOCKHOLDERS AND EMPLOYEES.

A fallacious idea in modern industrialism is that wages are in any sense to be compared with stock dividends. Yet the argument is often made that the employe is enjoying a greater benefit than the owner of the industry.

Such an instance of comparison is the presentation of the records of the Pennsylvania Railway system, which has many shareholders, and to the casual reader the argument may seem pertinent. However, it falls far short of dismissing the case, for it neither admits a difference in status nor shows why the alleged investment of the shareholder is not profitable.

The statement is made that while wages paid employes now have gained in purchasing power as compared with 1914, stock dividends have lost; that the owner is not receiving his share of the profits of the business. Hence, wages should be reduced.

There is no relation between the wages paid employes and the dividend returns. The wage is a stated sum, not to be increased if the profits are increased, and forms a fixed charge, as the cost of equipment, maintenance and fuel. The employe is not a shareholder and should not be asked to participate in business losses. He would not share in profits.

But is the stockholder the owner? How

many of the 140,000 shareholders in the Pennsylvania system have an active voice in its business management?

The shareholder has probably paid less than face value for his stock, perhaps not more than 50 per cent, hence a small dividend may really be a very fair return on the money actually invested. If he has had larger returns, he was receiving more than money invested should earn, perhaps.

But here is the real point. The shareholder has mortgaged his property to the bondholder, and really does not own it at all. Foreclosure would cut off his income entirely and cost him his investment. The three classes of bonds of the Pennsylvania system outstanding are active on the market at from 96 cents to \$1.10. No information is given on aggregate indebtedness or the actual value of the system, but it is safe to say the physical worth is less than the bonded debt; the real security of the bonds is the earning power.

The difference between the employe and the stockholder is simply that the one is selling his services, expending his capital, for a fixed return, while the shareholder is speculating on his capital, permitting it to earn for him. The employe risks life and limb, physical energy and health; the shareholder risks money only.

No man with common sense has charged the shareholder with getting rich from his investment. He is not the target for criticism. It is the real ownership, the manipu-

lators of the system who have burdened the organization with debt until it would be difficult to tell how much is real and how much water.—The Dearborn Independent.

RANDOM SHOTS.

Herbert Darlington, broker, had some pigeons. Squabs and eggs were disappearing; rats were after them.

He shot one mother rat, then found the rat nest, with young rats and one pigeon egg in it. The mother pigeon was sitting on the egg and the baby rats, keeping them all warm.

Foolish pigeon, you say; but not half as foolish as voters that walk to the polls and "keep warm" political organizations that rob them between elections. The poor pigeon can't read and write—that's her excuse.

The philosophy of strikes, as they affect corporations, is put in six words by Mr. Fontaine, intelligent young writer in Wall street.

"Strikes must end; public must pay."

Corporations are not worrying, the "Street" keeps prices up, because speculators and owners of corporations know that the truth is in those six magic words.

Yes, the strike Must end, sooner or later. And after the end, the public Must pay.

UNIONS MAY PUNISH DISLOYAL MEMBER, TEXAS COURT HOLDS.

Austin, Tex., Aug. 22.—In an important decision establishing a new legal rule covering all striking labor organizations, Federal Judge J. C. Hutcheson, of Austin, has just handed down a written decision upholding the right of the Brotherhood of Railway Carmen of America to expel, fine, and otherwise punish individual members who refuse to comply with the union's strike order.

The right of the striking shop crafts to try and punish scabbing members under their own laws was contested by the attorneys for the Southern Pacific railroad. The attorneys had already secured an injunction preventing the striking shop crafts from "interfering with interstate commerce and the carrying of United States mails," although no such interference has arisen from

the acts of the unions or their members. The railroad attorneys held that the disciplining of union members who are now scabbing for the railroads would violate this injunction.

In denying the railroad's contention, Judge J. C. Hutcheson decided:

"If the proceedings be, as stated in the said application, conducted in accordance with the regularly established rules of the lodge, existing before the injunction went into effect, and the trial be conducted fairly and impartially in accordance with the established rules and regulations of said order, there will be nothing in violation of the injunction order."

This important decision applies not only to the carmen, but will act as a legal precedent in determining similar cases arising in this and future labor struggles.—Exchange.

MUZZLE FINANCIERS, HENRY FORD ADVISES.

Clayton, N. Y.—Muzzle the financial kings of Wall street and railroad and coal strikes will be ended, Henry Ford declared in an interview aboard his yacht, the Sialia, which docked here on the way to Boston.

Big financiers are entirely responsible for the two great strikes which now threaten to paralyze the industrial life of the nation and bring suffering on countless thousands of innocent persons in the coming winter,

unless they are soon settled, Mr. Ford asserted.

"There can be no settlement of these strikes," said Mr. Ford, "so long as the moneyed interests of Wall street continue in their efforts to dominate American industry. They are behind these walkouts, as they are behind every disturbance in the ranks of labor or capital. Get them, and you will succeed in bringing industrial peace."

"Let the manufacturers treat their men like men, pay them a living wage and give them working conditions conducive to self-expression and you will have gone far toward eliminating strife."

Mr. Ford declared there was not a single union in the country formed primarily by the men themselves or run for their benefit. All unions were engineered by capitalists, he added, who knew that men could be more easily handled as units than as individuals.

When asked his opinion of the Harding administration, Mr. Ford replied:

PEOPLE SHOULD KNOW FACTS.

Unless something unforeseen intervenes, the nation is about to be plunged into a reign of force instead of reason as a result of the coal and railroad disputes.

In the end public opinion will decide the issue.

Public opinion should spring from a knowledge of a basic fact. So the innocent bystander in Cincinnati and his neighbor elsewhere throughout the land may form an intelligent opinion these four things that lie at the root of the trouble should be understood.

First: The Railroad Labor Board, a government agency, is under injunction, granted by a court at the railroad's request, which forbids it even to publish its findings.

Second: The final effort to settle the railroad dispute broke down when, agreeing on all else, the railroads refused in taking men back to observe their seniority rights. That

"Harding? I believe he has done pretty well in his term of office, don't you? Things seem to be running about as well in Washington as they can, and that's well enough."

Mr. and Mrs. Ford spent some time walking about the village and went to the farm of May Irwin, just outside the town. Miss Irwin offered to sell her former summer home on an island near Clayton to Mr. Ford, but the manufacturer did not buy, saying he had a summer home of his own at Detroit and would not have any use for the Irwin place.—Ex.

is another way of insisting that the railroad unions be paralyzed.

Third: The coal miners are not on strike. They had a contract with the coal operators which expired last April. The contract provides that on or before April 1 operators and miners should meet and negotiate a new scale contract of employment. The operators refused and still refuse so to negotiate. The men's jobs ended in April when their contracts ended.

Fourth: The government, for nearly two years, has been under injunction granted by a court at the coal operators' request, forbidding the collection of information as to the cost of production, wages and so forth, that any commission, such as is suggested by President Harding, must have if it is intelligently to arbitrate the coal dispute.

These are simple facts which should be taken into any consideration of the causes and consequences of the impending bayonet experiment.—Cincinnati Post.

U. S. DEPUTY MARSHAL CAUGHT PLACING BOMB.

(By The Federated Press.)

Washington, D. C.—That a U. S. deputy marshal was caught red-handed while placing a bomb near the Santa Fe shops at San Bernardino, Calif., is charged by M. D. Farrington, of the strikers' publicity committee at that point.

He reports that strike pickets, watching the man, insisted that Sheriff Shay go with them and dig up the parcel the man had

concealed, which proved to be a bomb. Previously a number of harmless explosions near the shops had been blamed on the strikers.

Now the Santa Fe management and the U. S. marshal are declared by the strike committee to be trying to hush up the scandal of the deputy's exposure.

No arrest appears thus far to have been made.

JACK LONDON DEFINES THE SCAB.

This is Jack London's definition of a scab:

"Without a quiver, a member of the capitalistic group will run tens of thousands of pitiful child laborers through his life-destroying cotton factories, and weep maudlin and constitutional tears over one scab hit in the back with a brick. He will drive a

compulsory 'free' contract with an unorganized laborer on the basis of a starvation wage, saying, 'Take it or leave it,' knowing that to leave it means to die of hunger, and in the next breath, when the organizer entices that laborer into a union will storm patriotically about the unalienable right of all men to work."—The Garment Worker.

U. S. SHIPPING BOARD HIRES CHINESE SEAMEN.

Seattle trade unionists are wondering how sincere the United States shipping board is

in its claims for an American merchant marine. This question is asked because one

of the board's vessels—the President Jefferson—operated by the Admiral line, is now manned by Chinese seamen, with Chinese unable to speak the English language in the

engine and steward departments.

This action of the Admiral line is in direct violation of the La Follette seamen's law.

MONTHLY LABOR REVIEW.

U. S. Department of Labor; Bureau of Labor Statistics.

The much discussed question of the efficiency of American labor, particularly in comparison with the standards of output which prevailed prior to the war, is the subject of the principal article in the July number of the Monthly Labor Review, contributed by Ethelbert Stewart, U. S. Commissioner of Labor Statistics. Mr. Stewart shows that the basis for much of the current belief that the American workman is not as efficient now as formerly is found in general statements which have no backing of statistical proof. Against this state of affairs he presents considerable data from particular industries showing that a proper consideration of all the elements entering into production does not evidence a general slackening of effort on the part of the workers but in a number of industries increased efficiency is shown. Mr. Stewart urges the need of time-cost studies as a basis for scientific measurement of labor efficiency not with a view to "speeding up" industry but for the purpose of establishing a definite standard by which the work may be judged.

In connection with the subject of labor efficiency, a review of a recent speech by a prominent coal operator shows the excessive amount of "idle-day costs" in the coal mining industry because of the overdevelopment of the industry which results in the non-operation of many of the bituminous coal mines of the country for a large proportion of each year. The total annual loss

to capital and labor because of the closing of the mines for approximately 100 days each year is estimated at more than \$400,000,000, more than three-fifths of which represents lost wages. Moreover, no consideration at all is given in this figure to the loss to the general public of the productive effort of this large aggregation of men for about one-third of the working year.

An important report from the economist consul at Berlin discusses changes in the distribution of wealth in Germany following the war. The causes for the adverse effect of the depreciation of the currency on salaried workers, bond holders, and real estate owners, and the excessive profits of the owners of industrial enterprises are subjected to a scientific analysis. The possible remedies for the present instability of economic conditions are believed to lie in control by the German Government of the concentration of wealth and industry by means of tax legislation and by the regulation of combinations and trusts. Any appreciable degree of indemnification of the losses of creditors due to currency depreciation are believed impossible, however, in view of the immense indebtedness of the Government itself.

The section of the Review devoted to wages shows the trends of wage payments in this and various foreign countries, the wages of farm labor in England and Wales being the subject of a special article dealing both with wages and working conditions of the workers on British farms and estates.

STRAY THOUGHTS.

We can not murder our kind without going back to Cain.

We can not slaughter our fellow man without killing the God-breath in ourselves.

The way to heaven does not pass through the gates of hell.

The path to brotherhood can not lead over battlefields.

The beast in man can only take us backward to beast.

Only by thinking, planning and creating will man reach that high estate of which the best of all the ages have dreamed.

Only that divine spark by which the architect can see the towering dome in empty space; by which the sculptor finds Apollo in a marble block; only that spark, creative thought, which makes poor mortal man the kin of gods, can lead us to a higher destiny.—Anonymous.

OPEN SHOP MEANS SERFDOM.

A resolution recently adopted by the stockholders of the Steel Trust said: "We are prepared to accept, regardless of the sacrifices necessary thereto, whatever losses may be sustained in maintaining the right of each American citizen to enter into his individual contract, should such be his desire, without hindrance from any other human being."

What a joke! Here are 50,000 organized stockholders of the Steel Trust, each snugly

protected in his bargaining power with the laboring man by the greatest combination of capital on earth.

This combination of capital owns the mills, owns the towns where the mills are run, owns the houses in the towns wherein the single unorganized worker lives, owns the stores as well as the houses, owns the banks and the sources of credit where this "individual American citizen" lives, owns the politics of the town and the state where this independent American citizen lives.

And then they say stand up in your pride, you independent American citizen—one man at a time and bargain with us organized employers, as landlords, as grocers, as bankers, as government.

You shall be protected in your royal American right to make the best individual bargain you can with us.

Is it ignorance or class malice that get

by with the middle-class Americans?

If ever there was a conspiracy to put American laboring men into serfdom it is the so-called open shop.

Yet people who look and sometimes talk like sensible people gabble about the open shop as if it were not the cowardly subterfuge to oppress labor that it really is.—Metal Trades Department Bulletin.

SURE, THEY ARE OUR BROTHERS.

By Mercer Greene Johnston, Episcopal Clergyman and Author.

Sure, they are our brothers. They are not mechanical toys to be played with, broken, and to be cast away by the spoiled children of the hard-boiled class.

Sure, they are our brothers! They are not just "hands," to be bought, like gloves by the pair or gross, and worn out and thrown on the trash pile and forgotten.

Sure, they are our brothers. They are not monkey-wrenches, or even mere human wrenches. They are not adjustable tools. They are not nondescript automatic manipulators of tools and machines. They are men, with all the parts and passions, with all the hopes and fears, with all the loves and loyalties of complete men. First, last, and all the time they are human beings. And each one of the 400,000 shopmen on strike is just as distinct a human being as your brother, or father, or husband—with just about the same proportions of sweet simplicity and cantankerous complexity. "Human, all too human"—like the rest of us. Made in the image of God, way down yonder in the well-nigh inaccessible depths of their troubled hearts; and therefore made after the very pattern of you and me.

Sure, they are our brothers—bone of our bone, flesh of our flesh, spirit of our spirit. They "belong." And that no unbiased brotherly heart will deny.

So we trust that the whole body of the people of our country will deal faithfully with our brothers the railroad shopmen, in the stand they have taken against further exploitation by those who pretend to represent the common welfare, but who really represent interests that have always preyed, that are at this moment preying and devising insidious schemes to prey forever more, to prey without ceasing and without mercy upon the people who constitute the back-

bone and the sinew and the hope of America.

We have considered the grounds of this strike with painstaking care. We have listened to the arguments pro and con, and thought upon them. We have faced the uglier possibilities of the strike with a troubled heart. And here is our opinion: The railroad shopmen are right in the stand they have taken. They are so strongly in the stand they have taken that they would be decidedly in the wrong if they had not taken that stand.

Not only have they not sinned against the general welfare by taking that stand, but they would have sinned against the general welfare if they had failed to take it.

It was their plain duty, not merely to themselves or their families but to society, to take that stand and to maintain it.

It is not social loyalty, it is social treachery, not to take a stand against the social marauder of the Atterbury type masqueraded as a savior of society.

Our brothers, the shopmen, are not less worthy of our love and trust by reason of the stand they have taken; they are more worthy of them. And this though the stand they have taken may make serious demands upon the rest of us. The stand was necessary not only from the standpoint of the shopmen, but of the whole social body that the predatory groups plan to loot the moment its resistance is weakened. Therefore we must bear with equanimity our share of what it costs to make the stand. If at any time we are tempted to "feel sick and tired of the strike," let us remember that but for the fact that we had let our lazy social consciences lie abed and slumber when they should have been up and doing, there would have been no strike.

CONSTITUTION DAY.

Some one, a few years ago, was instrumental in getting September 17th designated as Constitution Day to glorify the Constitution of the United States much as the Fourth of July the Declaration of Independence; but whether at all suggested by March 17th, we Irish would like to know. At any rate, every recurring September 17th we are enjoined to read and study and glorify the Constitution of the United States.

In this "Magna Charta of American liberty" we read, "Congress shall make no

law . . . abridging the freedom of speech, or of the press, or the right of the people peaceably to assemble, and to petition the government for a redress of grievances."

Yet the railroad injunction issued from the United States court at Chicago, Sept. 1, 1922, on the suit of the government of the United States at the instance of its attorney general, violates this constitutional provision.

So far, therefore, as our liberties are con-

cerned, we are in precisely the same case as if this power had been given the congress of the United States instead of the United States courts.

If one is to be knocked down, he is not much concerned whether done by a righthand or a lefthand blow; and so, if our liberties are to be taken away, which arm of the government takes them is immaterial.

We further read that "The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable search and seizure, shall not be violated."

Yet, when one is to be arrested, government agents swoop down on him, and at once carry off both him, his papers and effects. This, to be justified, of course, must be construed as not "unreasonable."

And we further read, "Neither slavery nor involuntary servitude, except as a punishment for crime whereof the party shall have been duly convicted, shall exist within the United States, or any place subject to their jurisdiction."

Yet the Kansas industrial court law, in that state, has attempted to establish "involuntary servitude" by the employes in all enterprises "affected with a public interest," and this would be the vogue, if the state could only enforce the law; but the Devil and all his angels have not yet been able to put it over.

The same, in all respects, is true with the Cummins-Esch act attempted to be enforced by the Federal Railroad Labor board.

PLAY FAIR.

Do unto others as you would that others should do unto you is a mighty good rule by which to govern your actions and have no cause to rue your relationship with either the solon or fool. Play fair in the big game of life, in all things, however small or great; let justice prevail in the turmoil of strife and achieve a reputation that will carry some weight. In matters industrial, never fail to remind the heedless and thoughtless of the duty they owe to never buy a thing until the label they find and thus positively do know that 'twas made under conditions as fair as can be, and at a wage that was not slavery in disguise. To evade this plain duty, with me you'll agree, puts you on a lower level than the crook you despise. Here is one to hunt for on whisk or broom, it stands for high quality in value and skill. To insist on its presence fills the cheat with gloom and trades union hearts with thanks does thrill.



As a last instance of the operation of the provisions of the Constitution of the United States, the World War is referred to, when all constitutional procedure and guaranties were set aside and disregarded, if at all in conflict with what the government sought to do; and we need not single out the World War, but may take any war, past, present or future.

Our Constitution of the United States has so often and so justly been compared with Magna Charta, which, for centuries, had been ratified and confirmed by every incoming British sovereign, and then always violated, if that better suited his purpose.

And this leads us to the sad reflection that universally, always and everywhere, written guaranties, however solemnly made by the government to the people, have ever been mere "scraps of paper."

If, therefore, ours was a government "of the people, by the people, for the people," this could not be, for the people then would be dealing with themselves, whereas what we call government among us is as much a sovereign power beyond our control—an autocracy, a tyranny—as, in England, was the dominion of King John.

In the 700 years since Magna Charta, England has been able to establish almost complete freedom among her people. Perhaps in 700 years of government under the Constitution of the United States, we may also be a free people.

Topeka, Kas.

A. A. GRAHAM.

We are patiently awaiting another bomb fiasco. Surely the one at the Santa Fe yards, where a great heroic strike guard discovered one, cannot be the end of such cheap propaganda to create public sentiment.

In San Bernardino, California, where a number of bomb explosions have occurred to which great publicity was given, a United States deputy marshal was caught red-handed placing bombs in the Santa Fe shops at that point. Sheriff Shay dug up the "plant" made by the deputy marshal and presented the bomb to the Santa Fe management, and there the investigation ended so far as the railroad was concerned. Notwithstanding that the guilt of the deputy was established great care was taken that no publicity be given to the public press.—Labor Advocate (El Paso, Tex.)

An American in dear old London was bragging about his auto. He ended his eulogy by declaring:

"It runs so smoothly you can't feel it, so quietly that you can't hear it, it has such perfect ignition you can't smell it, and as for speed—boy, you can't see it!"

"But my word, old dear," interrupted the Briton anxiously, "how do you know the bally thing is there?"

A Compilation of Labor News

By the A. F. of L. News Service.

WHITE HOUSE PLEDGE BROKEN—BIG STICK USED WRONGFULLY.

Atlantic City, N. J.—In his speech before the annual convention of the International Typographical Union, President Gompers told the delegates of moves in connection with the shop men's strike that are not generally known.

The trade unionist recalled the prolonged meeting of the shop men's executives and President Harding when the president recommended that the strike be called off; that the strikers be returned to their former positions, and that other questions be referred to the railroad labor board.

In urging the shop men's executives to accept the plan, President Harding said: "If you men accept this proposal for the settlement of this strike, I will use the big stick, if necessary, upon the executives to compel them to accept it."

The shop men's executives accepted the plan, which was rejected by the railroad executives. How the president swung the big stick is best told by President Gompers before the Typographical convention:

The president swung his big stick, not upon the railway executives who rejected his suggestion, but upon the railway shop men who accepted his offer—a club in the form of his injunction secured by his attorney general, Daugherty."

Cleveland.—"The shop men's strike settle-

ment was scuttled the night of August 17," says Locomotive Engineers' Journal.

"Forces behind the screen did their work secretly and well. The following morning President Harding delivered his message to Congress on the industrial crisis, climaxed by a pledge placing the full forces of government behind the strikebreakers and railroads.

"It is believed that an advance copy of the president's address was brought to New York the night before. Certainly a copy lay before the railway executives the following morning before the president had delivered his message to Congress. From that time on endeavors to effect a peaceful settlement satisfactory to both sides were out of the question."

The Locomotive Engineers' Journal refers to the president's second settlement offer as "evidently drafted either by those ignorant of the issues at stake or else deliberately contriving to prolong the strike with an utterly impossible proposal."

This settlement provided that the question of seniority would be referred to the railroad labor board. It was made following the president's declaration that he would use the big stick over the rail executives if they rejected his first offer, which would reinstate the strikers.

SUBSIDY FOES' VIEWS ARE KEPT FROM PUBLIC.

San Francisco.—A national referendum on the ship subsidy question would be an excellent test of public opinion if the public press fairly presented both sides, says Paul Scharrenberg, editor of Seamen's Journal.

The referendum suggestion was made by Senator Borah, who opposes the subsidy and who insists that the people have not been heard on the question. In showing the impossibility of securing a fair presentation of the evils of the bill, Editor Scharrenberg says:

"Backed by big business, the national administration is determined to ram the subsidy bill through congress, regardless of popular objections. The bulk of the country's daily newspapers are printing only one side of the argument.

"The American people have been literally fed up with untruths and half truths anent ship subsidy and the American merchant marine. Hence the query: How is it possible to have an intelligent vote on the pending ship subsidy bill as long as the majority has heard little except the pro-subsidy argument?

"In fair debate the poor, old subsidy bill never had a chance, because the cold, hard facts are all against it. In a national referendum, with a fairly well-informed electorate, the returns would be equally positive, i. e., overwhelmingly against the payment of an annual tribute to private interests.

"But who can arrange to have our alleged 'news' papers print both sides of the story?"

WOULD PROBE SALARIES.

Washington, Sept. 16.—Senator Heflin wants the federal reserve system probed because salaries have been increased more than \$15,000,000 during the past few years. He says the salary of certain clerks has been

increased from \$1,200 a year to \$12,000, from \$1,600 to \$16,000 and from \$1,800 to \$18,000. The total increase, it is declared, "is three times as much money as it costs the government of the United States to pay the annual salaries of the vice president and

the speaker of the house, and all the members of both branches of congress, all the members of the supreme court of the United States, the president and his cabinet, the

members of the federal trade commission, the interstate commerce commission, the general of the army and the admiral of the navy."

"INVOLUNTARY SERVITUDE."

Justice Harlan of the U. S. Supreme Court in 1894 fixed the principles which must govern a court of equity and the basic rights of workmen which must not be invaded when the court declared unconstitutional the injunction issued by Judge Jenkins in the Northern Pacific case. It is particularly illuminating at this time when the Federal courts, the railroad labor board, and the Republican administration are out only ignoring it but proceeding in the opposite direction in violation of the rights of American workmen.

Justice Harlan said:

"Equity will not enjoin employees of the railroad from quitting service. Employees of a railroad may lawfully confer together upon the subject of a proposed reduction in wages and may withdraw in a body from such service because of such reduction.

"A strike is not unlawful if it is merely a combination among employees having for its object their orderly withdrawal in large numbers or in a body from their employer's service to accomplish some lawful purpose.

"If two equal rights conflict it does not and cannot rest with any court to decide which of these shall give way. No court can subordinate the right of labor to the right of the employer. Nor can any court

declare that capital shall abate any of its rights because of collision with the rights of labor.

"It is not logical to say that a railroad is a public highway and owes a duty to the public, and that it must be kept a going concern, although it proved unremunerative to the shareholders and at the same time shift this duty over to the public from the shoulders of the company and its shareholders to the wage earners, who in any event can have no interest in the profits.

"It would be an invasion of one's natural liberty to compel him to work for or to remain in the personal service of another. One who is placed under such restraint is in the condition of involuntary servitude—a condition which the supreme law of the land declares shall not exist in the United States, or in any place subject to their jurisdiction."

The injunction was created in England by equity courts, of whom Lord Camden said:

"The discretion of a judge is the law of tyrants; it is always unknown; it is different in different men; it is casual and depends upon constitution, temper and passion. In the best it is oftentimes caprice; in the worst it is every vice, folly and passion to which human nature is liable."—The Garment Worker.

ROADS BLAMED FOR STRIKE.

Washington, Sept. 16.—"It has been pointed out that if the railroad strike is a conspiracy, the conspiracy is being continued because the railroad executives over a month ago, refused to grant what President Harding requested, that the strikers be reinstated," says the department of social action, national Catholic welfare council, in the latest bulletin.

"If opposition to the railroad labor board's

decisions resulting in an interference with transportation is an illegal act, the interference with transportation, it is declared, is now due to the refusal of the executives to reinstate the strikers. It is stated, too, that the strike was called in the first instance, and transportation interfered with largely because nearly all the railroads had already refused, in one or more cases, to observe the decisions of the railroad labor board."

ALLEN GETS ADVICE.

Topeka, Kans., Sept. 16.—Governor Allen, when officially interviewed, declared that "Labor day was quiet all over Kansas."

The governor is asked by the Kansas Trades Unionist, "What is the necessity for the statement?"

"Labor days have passed beautifully for years and years, as they have been conduct-

ed in the interest of education for the masses by the labor unions. The answer to Henry is that labor days are quiet assemblages of the people and they will continue to be just as long as he will keep his beak out of the matter.

"It is a well known fact that agitators outside of labor ranks cause more disturbance in a year than all of labor."

NEW YORK JUDGE HAS OLD FASHIONED JUSTICE IDEA.

In refusing damages and an injunction to the Altman dress company, and against members of the International Ladies' Garment Workers' union, Justice Cohalan of the New York supreme court said:

"The workers have an absolute right to combine and strike, and unions have the right to solicit unorganized workers to join their ranks, and the reasons which induce the workers to go on strike are of no con-

cern to the court so long as the workers act in good faith and within the law, and in the belief that the strike is for their economic betterment. Moreover, the workers are not

called upon to justify a strike, but it is upon those who attack the validity of it to prove that it comes within some exception of the right of workers to strike."

INJUNCTION FOLLY AFFECTS PATRIOTISM.

Washington, Sept. 9.—The wickedness of the administration's course in securing an injunction against the shop men is matched only by its folly, declared Congressman Hudleston.

"The present administration is definitely and clearly aligned with the railroad executives for the purpose of driving the strikers back into the shops," he said. "The administration's entire course dealing with the coal and railroad strikes has constituted a series of blunders of which this is the most stupid.

"The injunction is unprecedented in the history of American jurisprudence; it goes to extremes hitherto unheard of. That there is no warrant for it either in federal law or the constitution is obvious. It is merely the intervention of the strong arm without law and without reason. By the administra-

tion's lawlessness more harm has been done to American institutions than any series of private crimes could possibly do. A lawless people are bad enough, a lawless administration is infinitely worse.

"It is impossible that the men against whom such perverted legal action is taken should continue to have the same respect for their government as formerly. The administration has run mad in its effort to save the Wall street financiers.

"It is by such tyrannic proceedings that men are provoked to rebellion. The situation calls for calmness on the part of the advisers of the working people, but it does not call upon them to surrender. On the other hand, the situation demands that all patriotic elements use all of their influence upon the president to induce him to hold to moderate and constitutional methods."

SUPPORT SHOP MEN.

Washington, Sept. 9.—At a conference of labor legislative representatives in the national capital, following the injunction against striking shop men, President Gompers, acting as chairman, was instructed to forward the following message to President Jewell, of the A. F. of L. railway employees' department:

"At the meeting of the labor executive representatives, July 21, a resolution was

adopted conveying to you, and through you to the striking railway shop men, the pledge of our sympathy and support to the fullest extent within our power. At the meeting of the same conference this evening, (September 2), it was decided to ratify and emphasize the declaration made July 21 and pledge anew our sympathy and support and the best wishes for the success of the striking railway shop men in the attainment of their just cause."

LABOR'S CREDIT GOOD!

Washington, D. C.—Why was the United Mine Workers of America able to borrow \$100,000 early in June from the Harriman National Bank without collateral security, and \$150,000 from other banks in order to tide them over the coal strike?

Because, as stated by Harry B. Rosen, a director of the bank, "the integrity of 900,000 miners and their families, I contend, is equal in credit to the wealth of a Rockefeller," and because "in the history of banking not a penny has ever been lost through a loan to organized labor."

"If they should come into this office again and want \$5,000,000 they could have it in an hour," he added.

The loan from the Harriman bank was

obtained on the personal notes of John L. Lewis, president; P. H. Murray, vice president, and William Green, secretary-treasurer, of the United Mine Workers of America.

With the \$700,000 in the miners' treasury and the \$250,000 borrowed from the banks, the twenty weeks' fight cost the national body \$950,000. When the mines are open and running the income of the national organization runs from \$2,500,000 to \$3,000,000 a year.

How long could the United Mine Workers maintain their strike at the rate of \$950,000 for twenty weeks with a credit of \$5,000,000 available at an hour's notice in one bank? Arithmetic answers more than two years!

ARE SACCO-VANZETTI "FRAME-UP" VICTIMS?

Dedham, Mass.—At her hearing for a divorce, Mrs. Jessie Henry Dodson stated that her husband, now serving a penitentiary sentence for automobile theft, was associated with the murders for which Nicola

Sacco and Bartolomeo Vanzetti are now under sentence of death.

A vigorous agitation by workers and sympathizers has been conducted since the trial against what is declared a "frame up." At

the last A. F. of L. convention a resolution favoring a new trial for the two men was unanimously passed.

The "frame up" charges are now sustained by Mrs. Dodson, who says that after her marriage she discovered that Dodson was a gangster, that he told her he received \$1,000 for driving the murder car and that

Sacco and Vanzetti had nothing to do with the killing of the factory paymaster and his guard.

Dodson is now serving a term of from three to five years for automobile theft. A peculiar coincidence is that the stolen car belonged to Judge Webster Thayer, who presided at the Sacco-Vanzetti trial.

BLACKLIST WOULD RULE IF SENIORITY WERE LOST.

Chicago.—When the railroads oppose seniority, they really aim at a condition that will permit them to discharge active trade unionists, declare striking railroad shop men in their latest bulletin.

"To many newspaper readers the strike means a fight for seniority. That is the carriers' red herring introduced for the purpose of obscuring the real issues. They seek to make it appear that the seniority rights are favors which the men should forfeit as a penalty for exercising their admitted right to refuse to work under non-acceptable conditions. The fact is that seniority rights are essential to the efficient operation of transportation service.

"For their own good the roads wish to retain the senior, more efficient employees,

after the strike. They talk loudly now of 'protecting' the new men for the purpose of diverting attention from the main issues.

"They also hope to wipe out the principle of seniority so that when it suits their purpose they can weed out those workers most active in the protection of rights of their fellow employees. This would punish the more independent, forceful workers and intimidate others.

"These are but high spots in the fight for decent conditions in the transportation industry. They are the accumulation of several years' bitter assault on the rights of workers in the hope of disrupting their organizations. The employees know that only by standing together can they withstand these attacks. They are united as never before, and victory is certain."

FIGHTING ALLEN LAW.

Topeka, Kan.—Trade unionists in this state are arranging for a vigorous campaign in favor of Jonathan Davis, candidate for governor on the democratic ticket, against W. Y. Morgan, who is recognized as the Allen administration candidate.

Candidate Davis has declared his unqualified opposition to the Kansas "can't-strike" law, while his opponent favors the law.

Labor is being warned that as the campaign progresses, this will force Morgan to modify his declarations regarding the Allen law. This was done by one other candidate in the primary race, and the workers are urged to have in mind only the declarations first made, and pay no attention to later statements that are forced because of fear of defeat.

SENIORITY DEFENDED.

Washington.—"When strikes are won or compromised, the first point is that the men are given their jobs back again," says the department of social action, national Catholic welfare council, in its latest news sheet.

"In the coal strike the miners will be taken back and given their old jobs. Even

when strikes are lost, it is usual for the strikers to be returned to their old positions. In a strike the men do not so much give up employment as insist upon better conditions. The restoration of seniority rights to the shop men merely means the restoration of their old jobs, and is the usual end of strikes."

APPLY CRIMINAL LAW.

Atlantic City, N. J., Sept. 16.—Attorney General Daugherty's charge of violence in the shop men's strike was branded as "bombast" by the A. F. of L. executive council, at its meeting in this city.

"Regardless of this belief," says the state-

ment, "it is the firm conviction that the commission of crime should be punished through our criminal process and not by an unconstitutional injunction method which deprives free citizens of all safeguards a democratic government has guaranteed its people."

EQUIPMENT FALLING TO PIECES; SHOP MEN'S CLAIMS ARE UPHELD.

Washington. — The country's railroad equipment is falling to pieces and will continue to get worse as the strike continues, is the information given the president by C. C. McChord, chairman of the interstate

commerce commission. The letter is written in cautious terms, but contains a warning in every line of the menace to life and property.

It is stated that the commission "has ob-

served with concern the progressive deterioration of motive power upon certain of the important carriers.

"The effect of deferred repairs is cumulative and becomes increasingly felt as time goes on. In the continuance of our enforcement of the law we are taking steps and will be compelled to continue to proceed in a manner which must bring about serious withdrawals of motive power from service," it is stated.

"Certain violations of the acts we report to the attorney general for appropriate legal action. With a continuance of existing conditions these will be increasingly frequent."

In reply the president instructed the com-

mission's inspection force to apply the law.

Striking shop men say the commission is powerless to apply the law, because of a lack of inspectors. Congress has reduced the commission's appropriation and where hundreds of inspectors are necessary, one is doing duty.

That the equipment situation is causing concern to the white house is indicated by a long conference between the president and some of his technical advisers.

This, together with the McChord letter, sustain every claim made by the shop men, who state that the equipment collapse also applies to air brakes.

Poetical Selections

TO LABOR.

Shall you complain who feed the world?
Who clothe the world?
Who house the world?
Shall you complain who are the world,
Of what the world may do?
As from this hour
You use your power,
The world must follow you!

The world's life hangs on your right hand!
Your strong right hand,
Your skilled right hand,
You hold the whole world in your hand,

See to it what you do!
For dark or light,
Or wrong or right,
The world is made by you!

Then rise as you never rose before!
Nor hoped before!
Nor dread before!
And show as was never shown before,
The power that lies in you!
Stand all as one!
See justice done!
Believe, and Dare, and Do!
—By Charlotte Perkins Gilman.

Smiles

Sammy's father met him just as he was trying to steal unnoticed into the house after a harrowing experience with a mud puddle.

"Well, sir," he inquired grimly, "where have you been?"

"I—I fell in a mudhole."

"What! And with your new trousers on!"

"Yes, sir; I didn't have time to take 'em off."

Settled.

Two fussy traveling salesladies were riding in opposite seats in the train. One thought the car was too hot, the other said it was too cold.

Just then a dusky porter came through.

"Porter," commanded the first lady, "I wish you'd open that window. I'm nearly smothered."

"Don't you do it!" snapped the other. "If you do I'll freeze to death."

The porter scratched his head.

"What you 'spose Ah should do in a case lahk dat?" he asked a portly looking traveling man, about two seats to the rear, trying to enjoy a little reading.

"Open it a while and freeze one; then

shut it and smother the other.—Forbes Magazine (N. Y.)

New Office Boy—A man called here to thrash you a few minutes ago.

Editor—What did you say to him?

New Office Boy—I told him I was sorry you weren't in.—Chicago Herald and Examiner.

Tourist—What's that beast Native—That's a razorback hawg, suh.

Tourist—What's he rubbing himself on the tree for?

Native—Jest stropping hisself, suh, just stropping hisself.—Widow.

Checked Up On Himself.

One morning a negro sauntered into the office of a white friend.

"Good mawnin', Mr. Withrow. Kin I use yo' phone a minute?" he asked.

"Why, certainly, Sam."

Sam called his number, and after a few minutes' wait said: "Is this Mrs. White-side? Well, I seen in de papeh where you all wanted a good cullud man. Is you still

wantin' one? Then the man youse got is puffedly satisfactory, and you doesn't contemplate makin' no cange soon? All right, ma'am. Goodby."

Mr. Withrow called to Sam as he left

the phone, "Now, that's too bad, Sam, that the place is filled."

"Oh, dat's all right, Mr. Withrow, 'I'se de nigger what's got de job, but I'se just a-wantin' to check up."—From the Argonaut.

Lodge Notices

Clancey Brothers-Murray.

Bros. Jim and Will Clancey of Clinton, Iowa, please correspond with the undersigned on important business. F. J. Murray, Secy., L. 129.

Cowles—Lodge 116.

Anyone knowing the whereabouts of L. C. Cowles, Reg. No. 250509 please communicate with Secretary of Lodge 116 for he left here owing a bill of \$20.80. Last heard of he was working in Austin, Minn., L. 650, but left there without taking clearance card. Louis Lindsley, C. S., L. 116.

Reynolds—Lodge 659.

Bro. James J. Reynolds has left here owing Local 659 \$3.00 and also left his wife and family. Any Secretary taking up his card hold and notify Local 659.

Card Stolen—Layton.

Bro. C. M. Layton, Reg. No. 182893 reports his card stolen from him in Montgomery, Ala. Card was punched for July. W. P. Fawcett, Sec., L. 312.

Settlement Made—Myers.

Bro. Otto Meyers Reg. No. 91408 has settled the bill for which he was advertised. V. H. Hurley, F. C. S., L. 130. (Note: This notice should have appeared in August Journal, but was erroneously filed and overlooked—Editor.)

Pandoff—Lodge 111.

Bro. Geo. Pandoff, Reg. No. 408787 left here August 1st owing Lodge 111 \$58.00 and some money around town, and deserting wife and baby who are destitute, without applying for clearance card. Any one knowing of his whereabouts notify E. R. Galligan, S., L. 111.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.

Carrington—Lodge 307.

J. C. Carrington, Reg. No. 45685, left Lodge 307 owing it \$30.00, without applying for a clearance card. Any Secretary who knows this brother's whereabouts please notify W. E. Pearce, 327 4th Ave., S. W., Great Falls, Mont. Sec'y Lodge 307. April Journal.

Casler—Lodge 328.

Any Secretary taking up the card of Wm. Casler, Reg. No. 13018, hold same until he squares up for his fare to Mexico by taking the matter up with Sec'y Lodge 328. April Journal.

Boyles—International Lodge.

Any Secretary taking up the card of James Boyles, Reg. No. 40381, forward same to the International Secretary-Treasurer, on account of him receiving transportation from the Santa Fe

railroad from Kansas City to Amarillo, amounting to \$21.58, and failing to comply with the thirty-day contract he signed with the employment department.—Wm. Atkinson, Asst. Int. Sec'y. May Journal.

Lindberg and Dundan—Lodge 481.

Brothers Alden Lindberg, Reg. No. 207496, of Local 24, Brooklyn, N. Y., and Albert Dundan, Reg. No. 309367, of Local 200, Staten Island, N. Y., borrowed \$5 each last July of Lodge 481, Lyndon Center, Vt., which they promised to pay back in six months, but have never been heard from.—O. L. Downer, C. S., L. 481. May Journal.

Kenney—Lodge 160.

Brother M. J. Kenney, Reg. No. 21602, withdrawal card has been revoked until he pays this Lodge \$9.00, which he owes.—Raymond Wise, F. S., L. 160. May Journal.

Wells, Et Als—Lodge 32.

Shirley O. Wells, Reg. No. 840173, left bills in Kansas City amounting to \$65.00. Lodge No. 4 collected \$18.00 of this amount and then released the card. J. Ray, Reg. No. 84077, left Kansas City owing bills amounting to \$44.40, clothing, borrowed money and laundry. Two local secretaries have had this brother's card and failed to collect the bills. A. J. Ray is now carrying a letter supposed to be from the Secretary of Local 328, saying that he has paid these bills. Secretaries will please collect these bills before issuing card.—W. B. Dwyer, S., L. 32. May Journal.

Jackson—Lodge 723.

F. L. Jackson, Reg. No. 100393, changed the date on his service letter and secured a pass from Los Angeles, Calif., to Tucson, Ariz., through the efforts of our Chairman. After checking up on the letter and finding it out of date, Local 723 had to pay the S. P. \$25.00 for transportation.—W. F. Reardon, S., L. 723. June Journal.

Platt—Lodge 235.

Any Secretary taking up the card of Brother W. W. Platt, Reg. No. 14744, please hold same and correspond with the Secretary of Local 235, as this brother obtained a pass from here to Atlanta, Ga., under false pretense.—S. V. McDonald, S., L. 235. June Journal.

Black—Lodge 566.

Ed. Black, Reg. No. 417099, owes borrowed money amounting to \$15.00 to E. Brown. Any Secretary taking up his card will please hold same until this debt, contracted Sept. 1920, is paid.—Thos M. McCabe, S., L. 566. July Journal.

Green—Lodge 663.

Any Secretary taking up the card of Albert Green, Reg. No. 39371, will please hold same until he pays a board bill of \$10.00.—W. Stett, C. S., L. 663. July Journal.

Sill—Lodge 90.

Bro. C. E. Sill, Reg. No. 279068, boiler maker and suspended member of Lodge 90, owes a note at the State Bank of Sugar Creek, Mo., for \$100. This note is past due, and was endorsed by Bros. J. O. Brooks and Lon Keeton. Anyone knowing the whereabouts of these men please correspond with C. G. McCoy, Secretary Lodge 90. August Journal.

Johnson—Lodge 66.

Any Secretary taking up the card of Bro. F. T. Johnson, Reg. No. 105211, please hold same and correspond with the undersigned. This brother left Crane, Mo., the first part of May, deserting his wife and baby. By order of Lodge 66, F. M. Seaton, Secretary, Lodge 66. September Journal.

Harnett—Lodge 582.

Any Secretary taking up the C. C. of Bro. J. P. Harnett, Reg. No. 52589, please hold same and correspond with the Secretary of Lodge 582, as this brother left here owing Bro. Ben L. Cambre the amount of \$11.75, which Bro. Cambre signed his note for. W. L. Curtis, Secretary, September Journal.

Kelly, Et Als—Lodge 16.

Any Secretary taking up the cards of Thomas Kelly, Reg. No. 33870, George Webb, Reg. No. 359023, and John McGee, Reg. No. 290686, will please hold same and correspond with Lodge 16, as these brothers borrowed various amounts of



BOILERMAKERS' JOURNAL FASHION ARTICLE.

Many coat dresses are shown among the new models for autumn, and draperies command much attention.

That skirts will be fuller as the season advances, is already evident from the width of some of the advance styles.

Dresses are worn very long, from five to seven inches from the ground, while those with uneven hem lines appear still longer.

Low waistlines are still emphasized, but some models show the waist line at normal.

In sleeves all lengths are permissible.

The long close fitting sleeve, set into the regulation armscye is much in evidence. These sleeves are long and shaped over the hand, on some models, others are finished with gauntlet cuffs. Some sleeves are shaped in "leg O' mutton" effect, with deep armscye.

The new coat frocks are smart and not tailored severely. Some are made in "wrap style"—with the comfortable side closing, and with soft blousing. Sometimes the straight outline of these models is emphasized by added straight panels at the sides.

A smart finish for a frock of this kind is a frill, slightly circular, at the closing line.

The general effect of the smart Autumn models, is that of accentuating height and slenderness.

A girdle exactly on a line with the top of the hips is quite correct, and marks the waistline a trifle higher than that of the past season.

The flat back is reappearing on many of the new styles and in connecting with it the material is draped upwards on the fronts.

Circular effects are prominent, and godets are much in evidence.

The irregular hem line is especially noticeable on draped models, or those with plait or godet inserts. Undraped frocks usually show the even hem line.

The untrimmed neckline still obtains—a straight line from shoulder to shoulder, with some exceptionally clever collar arrangements.

419. Girls' Guimpe Dress. Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 1½ yard of 32 inch material for the dress, and 1¾ yard for the guimpe. Price 12 cents.

3819. Misses' Dress. Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size will require 2½ yards of 32 inch material for the Guimpe and 3½ yards of 44 inch material for the dress. Price 12 cents.

4104-3203. Girls' Dress and Cape. Cape 4104 cut in 5 Sizes: 6, 8, 10, 12 and 14 years. It requires 4½ yards of 36 inch material for a 10 year size. Dress 3203 cut in 4 Sizes: 6, 8, 10, and 12 years. A 10 year size requires 5½ yards of one material 27 inches wide. Two separate patterns 12c for each pattern.

4130. Ladies' Apron. Cut in 4 Sizes: Small, Medium, Large and Extra Large. A Medium size requires 3½ yards of 36 inch material. Price 12 cents.

4120. Girls' Play Suit. Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 2½ yards for the Rompers, and 2 yards for the Smock of 32 inch material. Price 12 cents.

4123. Ladies' Dress. Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 7½ yards of one material 44 inches wide. The width of the skirt at the foot is 2½ yards. Price 12 cents.

4118. Girls' Dress. Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 3½ yards of 32 inch material. Price 12c.

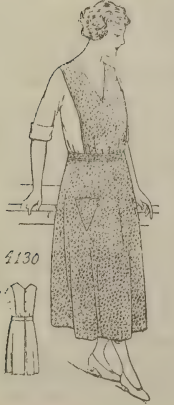
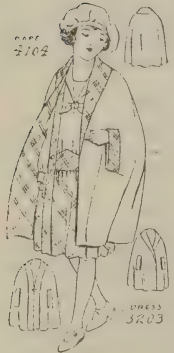
4128. Ladies' Work or Porch Dress. Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 5½ yards of 32 inch material. To trim as illustrated requires 1 yard. The width of the skirt at the foot is 2½ yards. Price 12 cents.

Catalogue Notice.

Send all orders for patterns and catalogue direct to the Beauty Pattern Company, Dept. B. J., 7057 Jeffrey Avenue, Chicago, Ill. Be sure to give number and bust measure for ladies' patterns and number and age for children's patterns.

Where two numbers appear on one plate two patterns are illustrated and 12c should be forwarded for each. Ten days should be allowed for delivery of patterns.

Send 12c in silver or stamps for our Up-to-Date Fall & Winter 1922-23 Book of Fashions.



"I get tired of listening to other people's troubles."

"Well, there's money in it for the doctor or lawyer."

"But I am neither."

"Then start a garage."



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Your Eyes
and
Baby's Eyes
Clean and
Healthy
by applying
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If your Eyes
Tire, Itch,
Burn or
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use **MURINE** often,—
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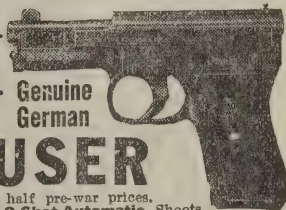
It costs nothing to investigate. Write me today and I will send you full particulars by return mail and place before you the facts so that you can decide for yourself.

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25 cal. **BLUE STEEL ARMY AUTOMATIC**—32 cal. \$10.45. Officers automatic. 3 safeties. 25 cal. **\$10.50**
MILITARY TRENCH AUTOMATIC—32 cal. 10 shot, extra magazine **FREE**, just like you need **"over there"** **\$11.65**. Imported **TOP BREAK** revolver 32 cal. **\$7.45** 38 cal. **\$8.45**.

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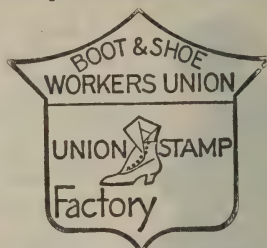
The principal ingredient is an extract from the bark of an African tree. It is said to be the most amazing invigorator ever discovered. Combined with it are other tonic and vitalizing elements of proved merit. In most cases the compound produces marked improvement in a day or two, and in a short time the vitality is raised, the circulation improves and the glow of health is felt in every part.

The laboratories producing this new vitalizer, which is called Re-Bild-Tab, are so confident of its power that they offer new customers a large \$2 supply for only \$1 and guarantee to refund the money if the remedy fails to give results in one week.

Any reader of this paper may test the new discovery without risk. Send no money, but just your name and address, to the Re-Bild Laboratories, 174 Gateway Station, Kansas City, Mo., and a full \$2 treatment of Re-Bild-Tab will be mailed. On delivery, pay the postman only \$1 and postage. If not delighted with the results at the end of a week, notify the laboratories and your money will be refunded in full. Do not hesitate about accepting this offer, as it is fully guaranteed.

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Peace and Success to Workers and Employers

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As loyal union men and women, we ask you to demand shoes bearing the above Union Stamp on Sole, Insole or Lining.

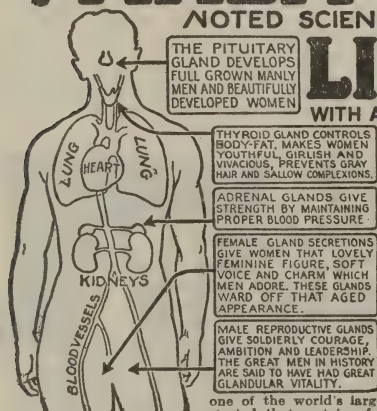
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246 Summer Street, BOSTON, MASS.

Collis Lovely, Gen. Pres. Charles L. Baine, Gen. Sec.-Treas.

VITALITY AND THE GLANDS

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WITH A PERFECTLY BALANCED GLANDULAR SYSTEM



stimulating effect on corresponding glands in the body. Results that seem amazing.

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THE CONSPIRACY AGAINST LABOR.

Samuel Gompers, in American Federationist.

Labor has repeatedly made the charge that there exists a conspiracy to destroy the trade union movement—that there is under way a concerted movement on the part of employers to restore and maintain absolute autocratic control of American industry. This charge has been challenged by various persons, principally representatives of employers or employers' associations.

It has been suggested that the production of evidence might settle the question of whether there is or is not such a concerted effort.

Those who are engaged in a conspiracy or in a concerted effort to bring about the destruction of an antagonist do not customarily send broadcast the full evidence of their intentions or of their plans. Most prima facie evidence which would prove the charge that labor has made and that labor repeats would necessarily have to be found in the confidential records of such organizations as the National Association of Manufacturers, the National Erectors' Association, the National Industrial Conference Board, the United States Steel Corporation, the Bethlehem Steel Corporation, the National Open Shop Association, various chambers of commerce throughout the United States, the League for Industrial Rights, the National Metal Trades Association, the National Founders' Association and a considerable number of other organizations of employers, bankers and commercial interests.

A reference to earlier history will make clear my meaning and my feeling toward present events. In 1900 I confidently declared that the National Association of Manufacturers was organizing for the deliberate purpose of blocking and destroying labor's economic and legislative activity. In 1907 I exposed a plot to bribe and discredit me, which emanated from the National Association of Manufacturers. Corroborating proof was produced in the congressional lobby investigation—the Mulhall expose.

The secret files of the National Association of Manufacturers were seized and their contents spread before an astounded public.

I am confident that the situation is today as it was then. The developments of the time abound with indications and with circumstantial evidence, together with a considerable volume of actual prima facie evidence, but the heart of the conspiracy is buried in secret records which no congress moves to disclose. On the contrary, the most powerful influences in the present administration seem rather inclined to protect the sinister movement to crush labor. Of this I shall have occasion to speak later.

In a recently published book entitled "Employers' Associations in the United States," written by Clarence E. Bonnett, Ph. D., this lack of direct evidence is clearly recognized. Dr. Bonnett's book is accepted by employers generally as an authentic study of the leading organizations of employers. The United States Chamber of Commerce freely suggests that inquirers consult its pages.

In this book Dr. Bonnett says:

There is much that is confidential or secret about associations. In the conflict one must not let one's opponent know in advance one's plans or proposed methods, nor one's real fighting strength, unless that is so great as to intimidate one's opponent. For this reason, much of the work of the associations is conducted secretly. In some cases, list of members are not made public because some of the employers fear that the union may single them out and punish them. It also permits an employer apparently to be friendly to the union, because he dares not fight it openly, yet to fight it secretly. Then there are doubtful practices which the association engaging in them, does not wish to be made public. Illegal activities are of the latter sort.

Elsewhere in the same chapter Dr. Bonnett says:

Nor is the full extent of the belligerency of an association always expressed in a formal declaration of principles; the utterances of its leaders must also be considered. The National Association of Manufacturers fur-

nishes an excellent illustration of such a situation.

The government of the associations, no matter under what guise, is in the hands of a few leaders. The government of associations is much like that of corporations, dominated by a few who choose what may be styled the board of directors, who, in turn, select the executive head under various titles. Some associations retain a greater degree of democracy than others by the use of the referendum on certain measures. It is characteristically the belief of association leaders that democracy does not conduce to efficiency.

I shall not attempt to make such a case as it would be necessary to prepare for presentation to a jury for two reasons:

First, the most important evidence is unobtainable, unless one resorts to the tactics of the secret service or the detective agencies, or awaits some upheaval such as the Mulhall case; and, second, I am not seeking in this article to secure a verdict from a jury. It is my intention merely to set down certain informing facts in substantiation of an assertion which has been made repeatedly and which every American trade unionist is convinced to be the truth.

Employer Opposition Not New.

The opposition of employers to the trade union movement is not new. Employers have opposed united action on the part of workers ever since workers first began to gather in groups to discuss their grievances and to plan united action for the purpose of securing redress. Employers generally are of the opinion that organizations of workers are formed to deprive employers of something without putting in its place anything of corresponding or greater value. This is an erroneous conclusion but it is at the bottom of all opposition to organizations of workers on the part of employers.

While the struggle to prevent the organization of workers has from the beginning engaged the attention of employers, there has been since the conclusion of the World War such a manifestation of united effort toward that end as to force upon any careful observer the conclusion that unusual forces have been at work and that unusual plans have been laid.

The fact is, as labor sees it, that while prior to the war there was what might be termed a normal opposition to the organizations of workers, there has been since the conclusion of the war an abnormal or stimulated opposition inspired and in all probability more or less actively directed from a central point.

The basic industries of our country are steel, coal and railroads. Of these three steel is the undisputed leader. And the three exercise a combined leadership which is felt down to the very bottom of our industrial structure.

Before the war was ended, and while, under the pressure of war necessity, the dominating industrial combinations were compelled to deal with some fairness in their relations with labor, the threat was commonly made, "wait until the war is over!"

It was common knowledge and it was commonly expected that when the war ended and there was no longer a national demand for production for war needs the industrial monarchs would turn on labor in a great effort to smash their way back to autocratic domination.

How dramatic then was the leadership assumed by steel on the heels of the armistice. The steel workers, during the later days of the war, had taken some advantage of the state of public opinion to begin the organization of unions. They thought that at last they saw a way to escape from bondage, to put an end to the barbarous twelve-hour day and the terribly unhuman "long shift" of twenty-four hours at every week end.

It suited the ends of the great United States Steel Corporation to have these new organizations send their leaders with requests for conferences to discuss employment relations and conditions. The defiance then thundered forth by steel, the monarch of industry and the leader of industrial reaction in America, was the battle call which had been forecasted while the guns yet roared for freedom in France. "My terms or none," was the answer of steel, voiced by Elbert H. Gary.

The railroads, with their guaranteed profits by the government, set to work a movement which finally resulted in the present deplorable conditions.

Coal, meanwhile, threw down the gauntlet and forced its workers into a strike, ended only after an injunction of sweeping and then unheard of provisions.

But at the head of the pack stood steel, itself master of more coal than any other corporation in the country, itself owning more railroads and having tentacles creeping through others through interlocking directorates, itself the absolute master of a horde of lesser dependent independent industries and the arbiter of the fate of thousands and thousands.

In West Virginia, steel found a collateral opportunity to strike at labor through its ownership of coal mines, the result of which has come to be known generally as "the West Virginia mine war."

Steel and the Industrial Conference.

It was the steel strike that forced the calling of President Wilson's first industrial conference, in which steel proved before the public its leadership of reaction and its absolute domination of the union-smashing forces.

Judge Gary, named, curiously enough, as a representative of the public, determined the position to be taken by the representatives of employers and led the conference to a crash on the issue of the right to organize and to bargain collectively through representatives freely chosen by both parties. This was but a repetition of the call to the clans issued first when the steel strike was begun and repeated for a third time by Judge Gary in an address to his

stockholders which we shall come to shortly.

The sequence is perfect, even unto the nation-wide referendum of the United States Chamber of Commerce, the census of anti-union employers and the initiation of a movement to federate all such employers into a great national labor-hating combine of tremendous proportions.

Throughout his entire leadership of the expanding movement to destroy the organizations of labor, Judge Gary has refused to be moved by any appeal to public welfare. He refused to reply to a letter from the President of the United States and he refused to reply to a letter written by myself, the excuse being that to answer any letter might involve him in circumstances that might later lead him into conferences with union representatives. He played the role of industrial monarch, of the arbitrary ruler of a realm beyond and above the rest of the social fabric and he played it well. There never has been a finer arrogance, or one more damnable and more costly to national progress and well-being.

Perhaps the full force of the determination of great organizations of industry under the leadership of high finance and the United States Steel Corporation was first made evident most openly and most arrogantly during President Wilson's first industrial conference. This conference, as I have pointed out, had its background in the steel strike and to a somewhat lesser degree in the situation existing in West Virginia, where the steel trust dominated the anti-union, union-smashing bituminous mine fields.

I should like to quote from the remarks of an employer in that conference, Mr. H. B. Endicott, a shoe manufacturer of Dedham, Mass., was speaking in open session concerning the manner in which the representatives of employers had acted in connection with their deliberations upon the proposition then before the conference. The question before the conference was the following declaration:

The right of wage earners to organize without discrimination, to bargain collectively, to be represented by representatives of their own choosing in negotiations and adjustments with employers in respect to wages, hours of labor, and relations and conditions of employment is recognized.

Describing the actions of the representatives of employers in a sub-committee which was formulating a report to be made to the conference, Mr. Endicott said:

We worked all day Saturday. During the work, one time the employers' group put in a paper for discussion which I feel quite sure the labor men would have accepted, and I feel quite sure we would have accepted. This was about noon. The employers' group moved an adjournment. After adjournment they came back and had that resolution drawn out by one of their own members, laid on the table, and I have been worried ever since for the reason that that man was taken immediately off the track and disappeared, and I have never seen him until last night, but I assure you that he is perfectly safe, as far as I know. Then we

worked all day with one paragraph after another of the resolution. We would refer every time to the employers' group and say, "will this suit you, will this do?" They said that looked pretty hopeful or words to that effect, giving us the idea that they would agree. We went through all of this collective bargaining. We got down to the representative which should be chosen from men of their own choice. They went along with that and they came to this last paragraph, of which I am the author, and which is the plainest to be understood of any paragraph, at least I think so; perhaps I am prejudiced. They wished to take that perfectly innocent paragraph out and talk it over, and they went out, and to our great astonishment they were gone an hour or an hour and a half, and they came back with another proposition.

Now, I have not the actual facts, but I have not a bit of doubt but what they went to the telephone and connected themselves with headquarters. I can see the picture of that headquarters—a long table, a man sitting at one end of the line, not built exactly as I am, but a man of the keenest legal mind, a friend of mine, a man I gamble with and I am very particular whom I gamble with. At the other end sits a paid official and between the two the lesser lights. Neither of those men are employers of labor. They sit in this case. These five in the general committee were not creating. They have acknowledged that they had to go back to headquarters, and headquarters dictated the policy, undoubtedly. At any rate they came back, after agreeing to all collective bargaining that anyone would ask, and this is what they added at the bottom of it. After agreeing to all collective bargaining that anybody could ask that was right, they came back and substituted for my paragraph:

The right of the employer and employee to negotiate individually in respect to wages, hours of labor, and rules and conditions of employment is recognized.

It was asked by our chairman if that meant words to this effect, the employer could have the last and final word, and that he should be the judge of it. That is what it meant. The answer was "yes." Of course, we adjourned. The next day, after the cool of the night, Mr. Wheeler opened the ball by saying that the word "yes" was open to many constructions, that it was to be understood so and so. I felt the word "yes" and the word "no" were the easiest words to understand in our language. But to make sure I was right, I asked President Eliot this morning if the word "yes" could be construed in many ways or could be easily understood. I certainly have the impression from him that it is one of the simplest words in the world to understand; and when you ask a man a question, whether he meant so and so and he says, "yes," President Eliot agrees with me that there can be no misunderstanding of the word.

Now, I mention these facts to show you the attitude of the employers' group from the start. They have not yielded one single thing from their position or stand where they stood at first.

The importance of what Mr. Endicott had to say at this conference in October, 1919, cannot easily be overlooked. In the first place, Mr. Endicott was thoroughly familiar with his facts. The long table surrounded by powerful men having the authority to make decisions binding upon men who were in their own right powerful was no fiction. There was furthermore the fact which aroused much comment and speculation at the time that one member of the committee representing employers, who had shown a tendency to be reasonable and honorable, had disappeared from the conference, leav-

ing behind no explanation concerning his disappearance. Those who were in a position to know said confidentially that he had been ordered to disappear from the conference, and there seemed to be no other adequate explanation.

I shall not attempt to burden the record with quotations, but it is important to point out that every subsequent national conference thus summoned by President Wilson or by President Harding has failed of constructive achievement for exactly the same reason that threw President Wilson's first industrial conference on the scrap heap—the determination of the representatives of high finance and big business to permit no action which might indicate an attitude of fairness or of constructive helpfulness in the field of industrial relations. President Wilson's second industrial conference was a lamentable fiasco. President Harding's unemployment conference encountered the same brutality and arrogant anti-unionism. And President Harding's agricultural conference, though summoned to discuss agriculture, was dominated by the most sinister kind of Big Business representatives and was sent to its doom by exactly the same sort of ultimatum that wrecked President Wilson's first effort two years previous.

A Great Interlocking Control.

It would be an injustice to the subject if I were to fail to call attention to certain other facts relating to the three basic industries, steel, coal and railroads. These three great industries are perhaps more than any others entwined with high finance as high finance is understood by the American people and as it is enthroned in Wall Street. The importance of the leadership of these great industries and combinations is greatly enhanced by reason of the device known as interlocking directorates. The steel trust for example is not merely the steel trust. The steel trust is the steel trust plus the influence which it exercises through the interlocking relationships and its directors, with high finance and with other industries. The railroads are not merely the railroads. They are the railroads plus the interlocking relationships of their directors with other industries, with high finance, and among themselves. Coal is not merely coal. It is coal plus the interlocking relationships of a vast aggregation of directors. Thus coal may also be steel, banks and railroads. Steel may also be, and it is, coal, railroads, banks, and various other lines of industrial activity.

Those who control the important anthracite coal-carrying railroads also control the anthracite mines. It is natural that these powerful employers should manipulate the policies to be pursued in their various industrial undertakings so as to fit into a general scheme. As a result they may seek to secure a wage reduction, as in the mining industry, and then to use that reduction as an argument for a reduction on the railroads or in the steel industry.

There is much information available to anyone who cares to refer to certain standard works as to the extent of interlocking directorates. Despite the voluminous records which exist and the undoubted authenticity of the records it is still impossible, however, for anyone not actually within the sacred circle to have a full and adequate knowledge of the manner in which various groups and organizations in industry, finance and commerce are intertwined and dominated by a single policy.

In 1913, at the time of the money trust investigations by congress, four great financial institutions in New York held eighty-nine directorships in banks and trust companies, twenty-nine in insurance companies, seventy-eight in transportation systems, forty-nine in purchasing and trade corporations and sixteen in public utility corporations. The four banking institutions which held these 261 directorships were J. P. Morgan & Company, the Guarantee Trust Company, the Bankers' Trust Company and the First National Bank of New York. At the same time the Chase National Bank of New York had twenty-two directorships in ten other large banks and trust companies. The National Bank of Commerce of New York had fifty-seven directorships in twenty-two other large banks and trust companies and these banks and trust companies then had resources of more than \$2,000,000,000.

It would serve no purpose to point to this tremendous interlocking arrangement were it not to make clear that it is possible to determine from a central point a policy which will be felt throughout the country. Beyond any doubt whatever the device of interlocking directorates is and has been a vehicle by which it has been possible to force the union-hating policy of Wall Street upon industrial managers who otherwise would gladly and willingly co-operate with the trade unions for the betterment of production and for the betterment of the living and working conditions of those who are employed in industry.

The present status of the railroad situation affords an opportunity for an excellent illustration. Two of the leading figures who have done (up to the date of writing) everything in their power to prevent the railway executives from reaching an agreement with the railroad shopmen's unions are Leonor F. Loree and Thomas De Witt Cuyler. It would be preposterous to assume that the attitude taken by Mr. Loree and Mr. Cuyler in other corporations in which they are directors would be different from the attitude which they have manifested in their capacity as railroad directors.

I am going to reproduce the list of corporations in which these men are directors or in which they hold other official positions. This list is taken from the directory of directors issued by the Audit Company, 14 Wall Street, New York.

Leonor F. Loree is president, member of board of managers, and chairman of executive committee of the Delaware & Hudson R. R. Co.; director, Air Reduction Co.; director, Albany & Susquehanna Railroad Co.; president, chairman of executive committee and director, Albany Coal Co.; trustee, American Surety Co. of New York; director, Baltimore & Ohio Railroad Co.; president, chair-

man of executive committee, and director, Bluff Point Land Improvement Co.; director, Boston, Cape Cod & New York Canal Co.; president, chairman of executive committee, and director, Capitol Railway Co.; director, Champlain Transportation Co.; director, vice-president, etc., Chateaugay & Lake Placid Railway Co.; director, Chicago Junction Railways & Union Stock Yards Co.; director, Cincinnati, Hamilton & Dayton Railway Co.; president, chairman of executive committee, and director, Cohoes Railway Co.; director, Cooperstown & Charlotte Valley Railroad Co.; president and director, Coopers-town & Susquehanna Valley Railroad Co.; director, Electric Express Co.; director, Erie Railroad Co.; president and director, Fort William Henry Hotel Co.; president, chairman of executive committee, and director, Great Western Turnpike Road; chairman of executive committee and director, Greenwich & Johnsonville Railway Co.; president, chairman of executive committee, and director, Hudson Valley Railway Co.; president, chairman of executive committee, and director, Hudson Coal Co.; president, chairman of board of directors, and chairman of executive committee, Kansas City Southern Railway Co.; president and director, Kingston Realty Co.; president, chairman of executive committee, and director, Lake George Steamboat Co.; director, Mechanics & Metals National Bank of the City of New York; president and director, Mechanicsville & Fort Edward Railroad Co.; president, chairman of executive committee, and director, Napierville Junction Railway Co.; director, National Employment Exchange; director, National Railways of Mexico, director, New York, Ontario & Western Railway Co.; president, chairman of executive committee, and director, Northern Coal and Iron Co.; president, chairman of executive committee, and director, North River Railway Co.; president and director, Northern New York Development Co.; director, Ontario, Carbondale & Scranton Railway Co.; director, Pere Marquette Railway Co.; president, chairman of executive committee, and director, Plattsburg Traction Co.; director, Port Jervis, Monticello & Summitville Railroad Co.; president, chairman of executive committee, and director, Quebec, Montreal & Southern Railway Co.; director, Rensselaer & Saratoga Railroad Co.; president and director, Rutland & Whitehall Railroad Co.; director, Schenectady Railway Co.; president, chairman of executive committee, and director, Schuylkill Coal & Iron Co.; director, Seaboard Air Line Railway Co.; president, chairman of executive committee, and director, Shanferoke Coal Co.; director, Sheaffer's Creek Water Co.; director, Silver-ton Coal Co.; director, Southern Pacific Co.; president and director, Troy & New England Railway Co.; director, Troy Union Railroad Co.; president, chairman of executive committee, and director, United Traction Co.; director, Warren County Electric Light, Heat & Power Co.; director, Waterford & Cohoes Railroad Co.; director, Wells, Fargo & Co.; director, Wheeling & Lake Erie Railway Co.; director, Wilkes-Barre Connecting Railroad Co.

Thomas De Witt Cuyler is chairman of the Association of Railway Executives, Philadelphia, Pa.; trustee, Equitable Trust Co. of New York; and he holds directorship in the following corporations: The Appraisals Corporation; Arcade Real Estate Co.; Atchison, Topeka & Santa Fe Railway Co.; Audit Co. of New York; Bankers' Trust Co.; Commercial Trust Co.; Equitable Life Assurance Society of the United States; Girard Trust Co.; Guarantee Co. of North America; Guaranty Trust Co., New York; Interborough Consolidated Corporation; Interborough Rapid Transit Co.; Lido Corporation; Long Island Consolidated Electrical Co.; Long Island Railroad Co.; Matawok Land Co.; Metropolitan Opera Co.; Metropolitan Trust of New York City; New York, New Haven & Hartford Railroad Co.; New York, Ontario & Western Railway Co.; New York Railways

Co.; New York, West Chester & Boston Railway; Pennsylvania Co.; Pennsylvania Co., for Insurance on Lives and Annuities; Pennsylvania, New York & Long Island Terminal Co.; Pennsylvania Fire Insurance Co.; Pennsylvania Railroad Co.; Pennsylvania Tunnel & Terminal Co.; Philadelphia Savings Fund Society; Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Co.; Rapid Transit Subway Construction Co.; Rutland Railroad Co.; Standard Steel Works Co.; Subway Realty Co.; United States Guarantee Co.; United States Mortgage & Trust Co.; Waldorf-Astoria (Inc.), and Western Union Telegraph Co.

Reverting again to Dr. Bonnett's volume, it is interesting to note that he calls attention in his introductory chapter to the increase of belligerency on the part of organized employers that has been manifest since the war. Dr. Bonnett states in his preface that his sources of information have been interviews with association leaders, letters from the associations, printed literature of the associations "some of which is not for general distribution," public documents such as committee hearings, trade publications and other similar literature. His information therefore is from the employers and their organizations. Regarding this after the war onslaught Dr. Bonnett says:

The belligerent associations (during the war) did not make an unconditional surrender. The entire ground of the struggle is now being fought over again and with more bitterness than ever before. The records show that we have been passing through the greatest strike period of all history. Anyone who has studied the attitude and activities of the belligerent associations during the past twenty years will be inclined to believe that the unions will lose much of the ground they gained during the war of 1914-1918. A survey of a combination of certain factors indicates that the unions must lose much of the advantageous ground formerly held.

In the same chapter he continues with the following remarks:

During the period 1919-1921, many "open-shop" associations have been formed in various localities. Employers in many industries are attempting to free themselves from union domination fastened upon them during the war. One of the most discussed methods of fighting unionism is the "shop union"—that is a union of only the employees in a shop. Such a union has no "entangling alliances" with any other union. This scheme is known under various names, such as "shop representation plan," "works council," "shop-committee system."

Elaborate methods of government for such unions have been worked out. Such a scheme is usually designed to displace the trade union of the A. F. of L. type, and the A. F. of L. vigorously denounces such organizations as "fake unions" or as "employers' unions."

The Mobilization of Reaction.

William H. Barr, president of the National Founders' Association, is well qualified as a witness to show specifically what Dr. Bonnett has stated in general terms in the remarks just quoted. Dr. Bonnett declares that the belligerency of organized employers has increased since the signing of the armistice, that means that their militant hostility to the organizations of the workers has been intensified. Mr. Barr, who is proud of his hatred for organized labor, made a speech before the National Founders' As-

sociation on November 17, 1920, in which he said:

A change has been brought about by the determination of men to free themselves from the unsound and unnatural control so imposed upon them. Today that determination is manifest in the open shop movement. Its progress is a matter of economy to those who began it; of consolation to those engaged in industry; and a stimulant to the patriotism of every one. A partial, but careful survey of irresistible activities in behalf of the open shop shows that 540 organizations in 247 cities, of forty-four states, are engaged in promoting this American principle in the employment relations. A total of twenty-three national industrial associations are included in these agencies. In addition, 1,665 local chambers of commerce, following the splendid example of the United States Chamber of Commerce, are also pledged to the principle of the open shop.

I wonder if it is possible to adequately picture the tremendous force which has been mobilized for the purpose of destroying the organizations of labor. There is no reason to question Mr. Barr's statistics. It is a part of his business to know about all organizations engaged in combating trade unions. He has for many years been recognized as the spokesman of organized hostility to trade unions.

The resolution of the United States Chamber of Commerce was adopted by a referendum which was issued on June 9, and which closed on July 24, 1919. This referendum was known as Referendum No. 31 and was entitled Employment Relations. The action of the United States Chamber of Commerce was intended to serve as a warning and a guide not only to chambers of commerce throughout the United States but to employers generally. In this resolution, which it may safely be said has become a text for the guidance of reactionary employers, it is provided:

The right of open shop operation, that is, the right of employer and employe to enter into and determine the conditions of employment relations with each other, is an essential part of the individual right of contract possessed by each of the parties.

In the referendum on this section there were 1,676 votes in favor of adoption and 4 against, so it will be seen that Mr. Barr's figures, at least in so far as they relate to chambers of commerce, are under estimations falling short of the full truth.

The National Association of Manufacturers, ranking in importance in its field with the United States Chamber of Commerce, is a most militant union-hating organization. On January 16, 1921, Mr. J. Philip Bird, described as General Manager of the association, was quoted as saying that: "More than 500 organizations in 250 cities have now endorsed the 'open shop' plan and prominent manufacturers declare they could not stem the tide if they wished." It would seem sufficient to have the word of the leaders of three of the most powerful, anti-union organizations in the United States, for what has transpired since the conclusion of the war.

Mr. Barr of the National Founders' Asso-

ciation, Mr. Bird of the National Association of Manufacturers, and the official declarations and records of the United States Chamber of Commerce can not well be disputed as to the extent of the campaign against labor. The effectiveness of that campaign is another matter.

The outstanding example of the manner in which the advice of the national "open shop" organizations has been put into practice was furnished by Eugene C. Grace, President of the Bethlehem Steel Corporation in his testimony before the Lockwood Committee in New York City on December 15, 1920. The following is from the Associated Press account of Mr. Grace's testimony:

The Bethlehem Steel Corporation will refuse to sell fabricated steel to builders and contractors in the New York and Philadelphia districts to be erected on a union shop basis.

The policy was disclosed by Eugene C. Grace, president of the corporation, who testified today before the joint legislative committee investigating the alleged "building trust," replying to charges that his concern was sponsoring the "open shop" movement by withholding steel from builders employing union men.

"I think it is a proper thing to protect the open shop principle," declared Mr. Grace, who explained that his stand would not be changed even if building operations in New York were to be suspended because steel could not be obtained by union erectors.

Whether the corporation will extend its policy to other parts of the country, the witness said, depends "entirely on what effect I should expect it to have on our general labor situation."

The steel magnate was subjected to a severe grilling by Samuel Untermyer, the committee's counsel.

While his corporation was a member of the National Steel Fabricators' Association, Mr. Grace declared it had acted independently of the association's "open shop" program and had not entered into any agreement "with any other interests" to sponsor the movement.

Denying that he had attempted to dictate to union builders as to how they should erect steel, Mr. Grace asserted: "I told them they can not have our fabricated steel."

When the witness denied knowledge of the movement among fabricated steel manufacturers in the United States to withhold steel from union shop builders, Mr. Untermyer asked:

"Do you think it is a proper thing for manufacturers throughout the country to get together and to dictate to the builders in the different cities of the country whether or not they shall erect steel on union or open shop principles?"

"As to the question of getting together I do not know," replied Mr. Grace. "The question of whether it would be a good principle: I should say it would be."

"I firmly believe that any character of relations or association to support and protect the open shop principle of giving service by any character of laboring man in this country is a very good thing."

"Now, can't you see what an arrogant and indefensible attitude it would be for the manufacturers of this country to try and force their point of view of what you call the 'open shop' in the erection of their steel when other people might believe it was to their best interest to erect by the union shop?" asked the committee's counsel.

"If they thought it was to protect their interest, in line with what they considered the right policy for their interest, I would

not consider it arrogant, but self-protection," replied Mr. Grace.

The steel head admitted that the Structural Iron Workers' Union had not discriminated against the non-union product of the Bethlehem corporation, but said "it may happen."

With the policy adopted by the Bethlehem Steel Corporation the United States Steel Corporation is in full sympathy and agreement. This was made clear also in testimony before the Lockwood Committee. C. E. Cheney, Secretary of the National Erectors' Association, for which Walter Drew, for many years one of the leading enemies of the trade union movement, is counsel, was called upon to testify. His testimony related to the National Fabricators' Association, one of a number of interlocking anti-union employers' organizations. He said that the National Fabricators' Association had "adjusted the policy of the members so that the steel fabricated by them is erected in open shops." He made clear, also, the attitude of the Iron League, another of the interlocking organizations, saying that at a special meeting it had adopted a resolution to the following effect: "Complying with the order of the board of governors of the Building Trades Employers' Association, no advance in wages can be made, and the secretary will so notify members."

United Front Against Labor.

Thus it appears that the Building Trades Employers' Association had reached a decision late in 1920 to the effect that there must be no advances in wages and this arbitrary and dictatorial command was accepted by the Iron League as a command to its members and was so transmitted. There is no reason to believe that other organizations in the construction industry did not follow a similar course.

It is not an easy matter to bring forth a collection of documentary or prima facie evidence in the case of the United States Steel Corporation, but the existing evidence should be sufficient.

That the Steel Corporation is in entire harmony and accord with the organized union-smashing steel fabricators and erectors is of record in various ways. It is shown by the whole policy and course of action of the steel trust from the time of the steel strike to the present. It is shown by Judge Gary's pronouncements in regard to the strike, by his conduct in President Wilson's first industrial conference, and by his later declaration to the stockholders. It is further shown in the appointment by the Erectors' Association at a meeting in Pittsburgh on December 15, of a committee to "see the officers of the United States Steel Corporation as soon as possible to explain to them in regard to notifying the associations before making any changes in the rate of wages, etc., on erection in the future."

Two other facts of importance in connection with this were brought out before the Lockwood Committee and they should be spread upon the record before we pass

on. Robert J. Foster, whose offices adjoin those of Walter Drew on Fifth Avenue in New York, testified that he had fourteen detectives assigned to work in steel mills and that eight of these had secured membership in local unions of the Bridge and Structural Iron Workers' Union.

James W. Hatfield, Vice-President of the American Bridge Company, long famous as an anti-union concern, added to the testimony given by Mr. Grace and Mr. Cheney. Following are the pertinent questions and answers in his testimony.

You have listened (said Mr. Untermyer) to the frankly avowed statement as to the determination not to sell steel F. O. B. in this market, except for erection on what is called the open shop basis.

Yes, sir, was the reply.

You know, (asked Mr. Untermyer), that is the defined policy, don't you, carried out by the Iron League?

I should say that my answer would be yes, responded the witness.

It may be aside from the subject, but it still can not be totally irrelevant to point out that contractors testifying before the Lockwood Committee at the same time and giving evidence concerning the same boycott, also testified that the result of this anti-union policy on the part of the great steel combines was a higher price to the public and a loss in working efficiency on the job. It was their testimony out of their records and their experience in some of the most important and extensive construction work in the country that union workers are from 25 to 30 per cent more efficient than non-union workers.

An example of the manner in which the union-smashing conspiracy has been forwarded and an excellent illustration of the "spontaneity" of the union-smashing propaganda is disclosed in a typical letter written on the stationery of the National Open Shop Association, Philadelphia, Indianapolis and San Antonio:

Gentlemen: We have been in correspondence with your Manufacturers' Association relative to us organizing a local Open Shop Association in your city for the purpose of putting into effect there the principles of the open shop, a copy of which we are enclosing you.

So as to proceed with this work effectively we desire to secure twenty-five charter members, and we are writing you in strict confidence, hoping that you can see your way clear to signify your willingness to join us in this movement providing we find it advisable to go ahead with our plans.

This work must be clothed with the utmost secrecy, as we have found that publicity usually defeats our purposes. For this reason you can feel assured that we will treat the matter in strict confidence.

Please let us hear from you regarding the matter, and we will gladly furnish any additional information you may desire.

National Open Shop Association,
(Signed) James L. Glass, Secy.

Net Work of Anti-Union Forces.

In addition to the powerful national associations of employers there are throughout the country local and state organizations, some of which exercise tremendous power in their localities. In highly industrial sections these local organizations are

frequently as powerful as many of the national associations.

One of the most militant and belligerent of the local organizations is the Associated employers of Indianapolis. Manufacturers' News, published in Chicago, declares that Andrew J. Allen, Secretary of the Associated Employers "has perhaps done more to promote the 'open shop' cause than any other individual in the country; his friends call him the 'living exponent' of the American plan of employment." It is claimed for Allen that he originated the term "American plan." What is called the "American plan" is, of course, merely the non-union shop under another name.

The Associated Employers, of Indianapolis, is given credit for taking the initiative in an undertaking to federate all of the anti-union trade union employers in the country into a national anti-trade union organization, with the object of completely destroying the labor movement and substituting therefor complete employer autocracy. Members of the Associated Employers of Indianapolis must proclaim their "belief" in the so-called American plan, or anti-union plan, not only as an employment policy, but as a "civic asset." The Associated Employers of Indianapolis have produced an enormous amount of propaganda literature, which has been sent to employers throughout the country. Perhaps no other local or state organization has produced nearly as much propaganda material. Only a few have been able to couch their propaganda in terms as vigorously denunciatory of the democratic principle espoused by the trade unions.

The so-called "principles" laid down by the Associated Employers of Indianapolis, and agreed to by every anti-union organization in the country, apparently so excited the admiration of the Iron Trade Review that it published a special booklet dealing with those so-called "principles" emphasizing and "interpreting" the meaning of the "American plan." Taken in connection with the stand of the steel manufacturers as revealed to the Lockwood Committee, this publication issued by the Iron Trade Review, which speaks virtually as the organ of the steel industry, is doubly important. Permit me to quote in the language of the Iron Trade Review:

The open shop is held (by the anti-trade-union employers) to be necessary before a just and evenly balanced arrangement insuring the maximum of contentment and efficiency can be worked out. . . .

. . . The only measure of security against misuse of power by organized labor is a superior organization of capital.

Organized business is determined . . . to defeat the arbitrary, militant aims of the misguided elements of organized labor.

Organized business is arranging its own forces in such a way that related industries support one another effectively in resisting the encroachments of trade unions to the end that preference be given to open shops.

The last sentence above quoted is especially significant and it should be carefully

and thoughtfully remembered by all who seek an intelligent understanding of what is transpiring in the industrial world.

How a Typical Organization Operates.

Another local organization of more than local significance is the Builders' Exchange of San Francisco. This organization is at present under the scrutiny of the Federal Courts and of the United States Department of Justice for seeking to compel its members to refuse to sell building material to contractors employing union workers. This Builders' Exchange has made it a condition of membership that the member must sign an agreement not to sell building material to contractors who refuse to operate on the so called American plan, or, in other words, those who employ union workers. I am able to quote the official action of the Builders' Exchange, as follows:

San Francisco, Calif.,
April 13, 1922.

To All Members of the Builders' Exchange:
The Central Council of the Builders' Exchange at a regularly called meeting held April 12, 1922, a quorum being present, adopted the following resolution.

"At a called meeting of the Central Council of the Builders' Exchange held this 12th day of April, 1922, a quorum being present, it was resolved that the Builders' Exchange, represented by its affiliated crafts, reaffirms its allegiance to the American Plan and the wage award of the Impartial Wage Board for the year 1922, and instructs its Industrial Relations Committee to take the necessary steps to see that the American Plan is properly carried out and that the wage award is properly enforced in all crafts in the city and county of San Francisco for the balance of the year 1922."

Acting under the authority given to it by the above resolution, the Industrial Relations Committee of the Builders' Exchange announces that for the faithful carrying out of the American Plan and the maintenance of the Impartial Wage Board scale, the following materials have at once been put under the permit system:

Cement, lime, plaster, ready mixed mortar, rock, sand and gravel, common brick, fire and face brick, terra cotta, all clay products.

You are particularly requested to make sure before applying for a permit that your job is running on the American Plan. All jobs will be regularly inspected, permits will not be again granted to any member or non-member of the Builders' Exchange who secures a permit and then does not run his job on the American Plan and pay strictly the Builders' Exchange wage scale and no more in any way, shape or form.

Yours, very truly,
Builders' Exchange of San Francisco,
By Committee on Industrial Relations.
W. H. George, Chairman.

Practically every industrial center has its organization of anti-union employers under one name or another. The title "Associated Industries" has become somewhat popular of late and there are a number of organizations under this title. There is not sufficient space to enter into a description of these organizations and at any rate a description of one is a description of the others. It may be interesting, however, to present the names of a few in order to make clear the fact that they exist and in order to indicate the variety of names adopted:

The Detroit Employers' Association.
 Associated Industries of Butte (and particularly the Master Builders' Division).
 Associated Industries of Seattle.
 Dallas Chamber of Commerce.
 The Open Shop Square Deal Association of Dallas.
 The Southwestern Open Shop Association, with headquarters in Dallas.
 The Employers' Association of Atlanta.
 The American Open Shop Association of Quincy, Ill.
 The Little Rock Board of Commerce and its Open Shop Bureau.
 The Chamber of Commerce of San Francisco.
 The Industrial Association of San Francisco.
 Associated Industries of Utah.
 The Builders and Contractors' Association of Norfolk, Va.
 The Builders' Association Exchange of Buffalo.
 The Citizens' Alliance of Minneapolis.
 The Associated General Contractors of Chattanooga.
 The Chamber of Commerce of Cleveland.
 The Builders' Exchange of San Francisco.
 The Civic and Commercial Association of Denver.
 Associated Industries of Tacoma.
 San Antonio Open Shop Association.

It would be impossible to estimate the amount of propaganda that has been put forth by the various anti-union organizations throughout the country. Practically every organization has issued leaflets and booklets of various kinds and a number have resorted to newspaper advertising. The San Antonio Open Shop Association, for example, has published a number of full page newspaper advertisements attacking the trade union movement and proclaiming the "advantages" of the industrial autocracy which it advocates.

In addition to the propaganda material which is frankly sponsored by the anti-union organizations themselves, an enormous mass of material is put forth by publicity organizations which on the face do not indicate their relationships or their retainers. The Ivy L. Lee organization in New York is an excellent example of what I mean. During the course of the year a great deal of material is distributed by this organization under its own name. It appears to be the practice of the Ivy L. Lee organization to pretend to a judicial fairness, which is, however, quite transparent to anyone at all familiar with the subject.

The Associated Employers of Indianapolis, of which I have spoken elsewhere in this article, published a series of large advertisements in Indianapolis during the coal strike. These advertisements constituted a vicious attack on the union and demanded a settlement of the strike such as would leave the miners disorganized and helpless.

The Associated Industries of Dallas also

has resorted to newspaper advertising in considerable volume.

I have been speaking of purely local or sectional organizations. It should not be forgotten that these organizations dot the entire country and exist in practically every industrial center. Neither should it be forgotten that it is sought to federate all of these organizations, together with all of the national organizations, into a great combination of united labor-hating agencies.

The Third Call to the Clan.

But to return again to the national field. I have spoken of the early leadership of steel in the war to crush the organizations of labor and to re-establish industrial autocracy. I have referred to the third of Judge Gary's strategical moves in the exercise of the leadership of steel, that being his address to the stockholders of the United States Steel Corporation on April 18, 1921, just after the present political administration came into power. It has seemed fitting to reserve a quotation from that address for use at this point. It will serve to recall the situation existing during the months immediately following the armistice and to link it with what has been transpiring during the past year.

Upon that occasion Judge Gary spoke not only to the stockholders of the United States Steel Corporation, whom it was really not necessary for him to address at all, but he spoke to all American industry. Steel was his platform and the might of steel was the force which he was contributing for leadership in the onslaught. This, then, is what he had to say:

I believe they (the labor unions) may have been justified in the long past, for I think the workmen were not always treated justly; that because of their lack of experience or otherwise they were unable to protect themselves; and therefore needed the assistance of outsiders in order to secure their rights.

But whatever may have been the conditions of employment in the long past, and whatever may have been the results of unionism, concerning which there is at least much uncertainty, there is at present, in the opinion of the large majority of both employers and employees, no necessity for labor unions; and that no benefit or advantage through them will accrue to anyone except the union labor leaders.

But still, our opinion is that the existence and conduct of labor unions, in this country at least are inimical to the best interests of the employees, the employers and the general public.

The manner in which Judge Gary's third declaration of leadership was flaunted and accepted by reactionary newspapers, by organizations of employers, by individual employers, by certain fawning lecturers and legislators, and by such outstanding public men as Elihu Root, made it clear to all observers that the leadership of steel was no mere empty pose, but was an actuality to the fullest extent. Remember in this connection the implications of interlocking directorates, to which I have called attention, and remember the further fact, to which I have called attention, that the most sinister purposes and activities are clothed in se-

crecy and can not be known until secret records can be uncovered. With that in mind we may well bring the discussion to contemporary times.

It is scarcely more than a month since the President of the United States, in an effort to settle the railroad strike, put before the executives and the striking shopmen a proposal for settlement. This proposal was accepted by the shopmen and flouted by the executives. In an effort to induce the executives to change their minds, the President sent Mr. Hoover as his messenger to New York City to attend a meeting of the executives. Prior to the meeting with the executives, however, Mr. Hoover was to meet with a group of bankers. Mr. Hoover has been throughout his entire career engaged in large industrial enterprises. He understands the world of industry and he understands the banking world. He is not a man to be associated with anything but an honest endeavor. He would not go to a meeting of bankers asking that they do a certain thing, unless he knew that they had the power to do that which he asked. He is a member of the President's cabinet. In that position he has access to a vast amount of information which he could not have as a private citizen, however ramifying his resources might be.

Mr. Hoover went to New York from Washington and on August 1, 1922, met a group of bankers, among whom it was reported the following were in attendance: Benjamin Strong, Governor Federal Reserve Bank of New York; Charles E. Mitchell, President, National City Bank; Edward R. Stettinius, a partner of J. P. Morgan & Co.; James E. Alexander, President, National Bank of Commerce; Mortimer L. Schiff, of Kuhn, Loeb & Co.; Frederick Straus, J. E. W. Seligman & Co., Seward Prosser, President, Banker's Trust Company and Jacob Reynolds, President, First National Bank.

Reference to the directory of directors will show the enormous influence and control which this group of bankers has over some of the largest railroad systems in the United States. The question was, whether the railroads should settle the strike with the shopmen through an agreement suggested by the President of the United States, or whether the railroads should continue in an effort to crush the unions and to establish in railroad shop operations a condition of autocracy in which the workers should have no organizations and no voice in the determination of wages, hours and conditions of labor. Mr. Hoover was confronting the most powerful financial aggregation in the United States. The answer that he got from the throne of high finance in that meeting was a defiance of the unions and the plain declaration that so far as the powers of finance were concerned, the railroads were free to use their utmost efforts to crush the organizations of labor.

Scarcely more than four weeks later Attorney General Harry M. Daugherty, a mem-

ber of the same President's cabinet, going from the same presidential presence, went to Chicago and secured from Judge Wilkerson an injunction which outraged the American people and which by every fair and competent authority has been declared to be grossly violative of the law. What is more important in this connection, however, was the address of the Attorney General to the court in asking for the injunction. Remembering the official position of the Attorney General and all that had gone before, the following quotation from Mr. Daugherty's statement to the court in Chicago is a far more important bit of historical evidence, a far more important declaration of policy, and a far more important intimation of understandings and arrangements that have been generally understood. These are the words of the Attorney General of the United States:

... So long and to the extent that I can speak for the government of the United States I will use the power of the government to prevent the labor unions of the country from destroying the open shop.

Labor Has Had the Experience.

These are some of the facts. These are the things that are either known or suspected by every trade unionist in America and by thousands who are not trade unionists but who have a profound reverence for American principles and traditions.

I stated at the outset that I had no intention of presenting such a case as a lawyer would present to a jury, but that I would set forth information that would show the basis of the conviction that is in Labor's mind.

I may say two things in addition. First, it has not been possible to present all of the information which I possess. Second, it has not been possible to recount the first hand experiences of practically every organization of workers in the United States in the period that has elapsed since the Armistice. The fact is that these organizations have had to fight for their life. They do not need documents. They have had the action. They have been driven to fight for their existence, for their freedom, for the very bed-rock rights of American freemen. They have seen employers break contracts, they have had to resist drastic wage reductions, they have been confronted with innumerable oppositions, defiances and blows at their very existence. The miners, the printers, the granite cutters, the quarry workers, the packing house workers—these are but some of the organizations with which organized employers have wantonly broken their pledged word, their written agreement. The workers have had the proof in their daily experiences. Times could tell them nothing more.

But because I am speaking here mainly to those who have not lived through the experience I have sought to draw mainly from the recorded statements, the documents, and the public actions of employers, together with some of their authentic but un-

published pronouncements, plans and correspondence. I have sought to show also their interweaving relationships and to point out a sequence of events which, while by no means complete, for lack of time and space, is sufficiently an entity to command attention and to make clear the purpose.

The final point is the effect which this tremendous effort has had on the workers. If we are to omit the period of severe unemployment which reached its peak in the winter of 1921-22, I may state simply as a matter of fact and of record that the effect has been to stimulate the efforts of the workers toward organization, to make clear to them the paramount need for organization, to drive home to them the truth that their salvation depends upon their own economic strength and their own intelligence.

The defense has cost the workers great effort, which they do not regret. No man worthy of the name regrets the cost of a battle for freedom. It is true that many of the organizations of labor are still under fire—the granite cutters have been locked out for some fifteen months and the textile workers have not yet gained complete victory over the ruthlessness of their employers. But in the main and viewing the situation in its national aspect, the battalions of reaction have been brought to a halt. Their drive has lost its momentum. The membership of the organizations of the workers is increasing constantly.

Mighty Onslaught—Brilliant Resistance.

We have witnessed the mightiest on-

slaught of reaction through which our nation ever passed. We have witnessed the most brilliant and effective resistance ever offered by Labor in defense of rights and standards and principles.

Our hope is that the time is near when full attention and thought may be given to constructive, co-operative effort. Labor's innermost thought always is the improvement of the processes of production, the perfection of service, the elevation of the standards of life for all. If we can presently emerge finally from the contest against autocratic domination of industry into which we were plunged by the deliberate planning of powerful combinations of high finance and great industries after the war, we shall enter upon a period of development and progress such as we have never known. The arts of the producer are the arts that thrill our souls. They send to us the call to which our natures and our training vibrate and respond. It is not of our choice that we resist injustice! it is because injustice bars our path.

And how short-sighted it has all been, this boastful, trumpet-blaring, lying, deceptive war to destroy the organizations of the workers, the useful, toiling men and women of our country. How wasteful! History teaches that progress goes on, tyrants, fools, self-seekers to the contrary notwithstanding. Caesars, Napoleons, Hohenzollerns, all pass and their forces crumble. The race moves onward. So it must be, now and tomorrow and forever.

WHAT WE DON'T KNOW ABOUT THE RAILROADS.

By Levi Stevens Lewis

What the public doesn't know about the great subject, if catalogued, would make an exceedingly large book. Of course it is impossible to relate "all at once" what we don't know about the matter, but some of it at all events should be told for it gives interest and force to all that WE DO KNOW.

Harking back to the beginning we find that the railroads with their official clerical force were always pleading poverty and making official reports "notoriously incorrect" for the purpose of "deceiving both the public and the shareholders" in "betrayal of fiduciary trusts."

The New York Board of Railroad Commissioners preface their third annual report (1885) with this perennial and familiar sounding wail: "Another fiscal year of unprofitable business for the great transportation lines of the state has been experienced. Many railroads reduced their dividends; others barely earned their fixed charges, and seven succumbed entirely, passing into the hands of a receiver, or going through foreclosure proceedings."

Among the seven that "succumbed entirely" that year is mentioned the New York, Chicago and St. Louis. This particular

railroad for many years subsequent to 1885 was reported as an "operating road" subsidiary to the New York Central, operating about 570 miles of line, earning millions of dollars annually, paying dividends, with millions of "surplus" on hand and at the same time, owning all of the capital stock of the Chicago and State Line Railroad Company which latter road was "leased in perpetuity" to another railroad from September 1st, 1887.

"Dead," But Still They Pile Up Big Profits.

The New York Central is reported to have owned "the entire capital stock" of the New York, Chicago and St. Louis for a number of years. In more recent years the New York, Chicago and St. Louis road is reported as "an operating road independent." From the latest report we have of this "independent road" which was said to have "succumbed entirely" in 1885, it appears to be operating 575 miles of line now with something more than ten million dollars on hand of surplus—and still "independent," except that its entire capital stock is yet reported to be the property of the New York Central.

As I am writing these lines a list of several hundred railroads printed more than

35 years ago, every one of them said to be "extinct" or "abandoned" or "not in operation," lies before me.

We don't know how many of these railroads really are extinct or abandoned, but we DO KNOW THAT SOME OF THEM, AT LEAST, are very much alive as profit producers in these twentieth century days.

One of these railroads now said to be "extinct"—the Black River and Utica, was incorporated in 1853. In 1861 it changed its name to the Utica and Black River and was merged some years ago into the New York Central and is now as fruitful of the profits of that great "system" as any other equal number of miles, so far as any public records indicate.

Bonds to Pay Interest Over 300-year Period.

The Elmira and Williamsport, another road reported to be "extinct," really never has been "extinct," not even nominally. This road has had an uninterrupted corporate existence for 90 years, ever since 1832. It is reported as leased in 1863 to the Northern Central Railroad Company for 999 years. In 1863 it issued bonds to "draw" interest for 999 years, namely, until the year A. D. 2862. The face value of these bonds has now been paid three times over (300 per cent) and if it is possible to conceive that future generations will be as ignorant and stupid as past generations have been, and the iniquity planned by financiers before very many now living were born, is to be perpetually condoned, then someone (we don't know who) will be "drawing" interest on these identical bonds 900 and odd years hence and the debt will still stand to draw interest other hundreds of years if not in some way canceled.

The Hudson and Berkshire was incorporated 94 years ago (1828). It is extinct, true enough, now, except that its tracks and other valuable tangible property is part and parcel of the Boston and Albany with the B. & A. leased for 100 years to the New

York Central. Millions of passengers and millions of tons of freight are moved over the tracks of this road formerly known as the Hudson and Berkshire, but now said to be "extinct."

Space, and the reader's patience, is too limited to attempt to rehearse the history of all other "extinct" railways, even if we could do so, nevertheless it is worth while to mention here a very few of the railroads that really are extinct so far as the general public knows and yet which are as much in practical operation as they ever were, their extinction consisting only in being merged into other and perhaps less obscure railway corporations.

Here Are Some More "Dead" Profit Makers.

Prominent among such extinct railway corporations may be mentioned the following: The Rome, Watertown and Ogdensburg, the Niagara Falls Branch Railroad, the Oswego and Rome, Carthage, Watertown and Sacketts Harbor, Gouverneur and Oswegatchie, Lake Shore and Michigan Southern, Carthage and Adirondack, Mohawk and Malone, New York and Putnam, Geneva, Corning and Southern, New York Central Niagara River, Little Falls and Dolgeville and very many others, "too numerous to mention."

To say that the more one studies the transportation problem, the less one knows about it is an absurdity. It is true, however, that the more one studies the question the more certain it appears that what we can find out about it is only a shrewd guess or what is established by evidence that stands undisputed and indisputable.

And evidence that stands undisputed and indisputable; unimpeachable evidence seems to indicate beyond the shadow of a doubt, that the clear net profit of the railways of the United States, over and above operating expenses, taxes, and millions set aside for "depreciation" and "retirements" is not less than TWENTY-FIVE BILLION DOLLARS every period of twelve months.

SHOPMEN'S STRIKE ORDERED BY WORKERS.

Kansas City, Mo., Oct. 14.—In a circular to members of the Brotherhood of Railway Carmen, Martin F. Ryan, general president, urges the greatest effort to neutralize propaganda by railroad executives and corporation newspapers that the shop men's strike is "the result of professional labor leaders."

The carmen's executive calls upon the membership to take advantage of every opportunity to acquaint the public with the fact that the strike was authorized by practically a unanimous vote of the members of all organizations affected, and that the general officers are only complying with this referendum.

In discussing the Daugherty injunction, President Ryan says: "I have never knowingly violated any law of our land, neither have I by word or deed suggested or ad-

vised anyone else to violate any law. On the other hand, I have at all times been proud of my citizenship and willing to accept my duty and responsibility to society generally, but when our attorney general . . . claims that we are in a conspiracy against the government by doing that which we know we have a legal right to do, I can only repeat what I said when the Associated Press asked me for a statement. My reply was, 'To hell with him and his injunction.' That was how I felt about it then, and I know of no reason why I should change my mind now. We have a right to strike. We have a right to do picket duty. We have a right to ask scabs who are working to come out with us, so long as we do these things in a peaceful, lawful way, and I am absolutely certain that our membership would not do it in any other way."

THE BOILERMAKERS' AND IRON SHIPBUILDERS' JOURNAL.

Official Organ of the International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America.

JAMES B. CASEY, EDITOR AND MANAGER.

ADVERTISEMENTS.

Advertising Rates Will Be Furnished Upon Application to the Editor-Manager. No Reading Space Will Be Sold for Advertising Purposes Under Any Circumstances.

All New Members Must Have Their Name and Address Sent in Through the Secretary of Their Lodge.

All Copy Must Be Received by the Editor by the 15th of the Month to Insure Publication in the Following Issue.

All Contributions and Correspondence Relating to the Journal Should Be Addressed to J. B. Casey, Editor, Suite 524, Brotherhood Block, Kansas City, Kans.

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(Signed) J. B. CASEY, Editor and Business Manager.

Sworn and subscribed before me this 18th day of March, 1922.

(SEAL)

EDGAR T. SMITH, Notary Public.

(My commission expires Aug. 28, 1926.)

No freedom loving citizen should vote for any candidate who will not pledge himself to oppose any form of compulsory labor law.

No justice loving citizen should vote for a candidate for any office who will not pledge himself to oppose injunctions and contempt proceedings as a substitute for trial by jury.

No freedom loving citizen should vote for any candidate who will not pledge himself to vote for legislation abolishing child labor.

STRIKING SHOPMEN STILL STANDING FIRM.

Encouraging reports are coming in to headquarters, showing progress being made in reaching agreements on additional roads, of other conferences being held or in prospect, and of the men standing firm everywhere, with the exception of a few straggling weak ones here and there. While these few deserters, in themselves are not important, they lend encouragement to the management to prolong the struggle. The roads which have not yet settled are in desperate straits for the services of their old men, and we have heard of a number of cases where men were offered bribes of from two to six hundred dollars to return to work, and in one case we are told one thousand dollars was offered, and in addition to these amounts they were to get fifty dollars for each man they brought back with them, but we are glad to say all of these offers were scornfully refused—they would not sell their own and fellow members birthrights for a mess of pottage.

According to the latest information available, 97 roads have reached agreements with their shopmen; some of these are short lines, but as their number continue to grow they bid fair to soon constitute the majority of the mileage. At any rate, if the men on strike will only continue to maintain a solid and united front, all will be forced by sheer inability to operate their roads to agree to terms. If a desire for justice and fair dealing actu-

ated those in control of these roads, they would have come to a settlement before this; in fact, if a spirit of fairness guided them for the past two years there would not have been a strike; but backed by the open shoppers they have irritated and harassed the men to force a strike with the hope of destroying all organization among them, and they are without a reasonable excuse in prolonging the strike with the same hope in view. Therefore, it is necessary for the men to make still further sacrifices and keep up the fight if they would avoid the condition of industrial slaves. They have shown an unswerving loyalty for justice and rights for the past four months and we have no doubt they will continue to show the will to win until victory is achieved.

We are told that the men returning to work on the roads that have made settlement are responding nobly in support of the men still on strike, and the indications are they will do their full duty in this matter, and this is as it should be; all came out together in a common cause, and the responsibility to carry on the fight rests upon all until a fair settlement is reached by all. In this connection the last bulletin of the Railway Employees Department truthfully stated:

"The responsibility of the men on roads which are still holding off is to be steadfast in the determination to hold the line until these roads sit down with the organizations and agree to reopen their shops under tolerable conditions. This will take courage and determination. The responsibility of the men who are again at work under the Baltimore agreement is no less clearly defined. The General Conference Committee decided that the successful prosecution of the ends sought by the organizations required that the men return to work on such roads as would accept a reasonable settlement in order that they might help sustain those still kept from work by the arbitrary conditions which certain roads insisted in enforcing against them. This means that every man who is again at work owes his brothers on other lines who voted with him for a national strike, who came out with him on July 1, whose interests are bound up with his, two days' pay each month. From each pay check you should immediately pay to your organization an amount equal to one day's pay, in order that this may be sent to National Headquarters to be used in support of the men now carrying on for the fourth month of the national strike. This is the assessment voted by the National Committee under authorization from the convention of the department. It is not a sacrifice on your part except as you share the sacrifice which your brothers on other lines are still making to maintain intact the standards to which we are all devoted. If these other members are starved into submission, it is your loss as much as theirs. Your organization and your position will have been seriously weakened."

While this contribution is a sacrifice, it is not near so great a one as those still on the firing line are making, nor is it as great a one as all would have to make later on in the shape of lower wages and worse conditions of labor. If those at work will only furnish the means, those on the firing line will keep up the splendid fight they are making until victory is achieved. From all reports motive power and rolling stock continues to get worse; sidings in small towns, as well as terminals, are full of cars that can't be moved; stock is kept on the roads until they in many cases die or become unfit for market. People are crying for cars that can't be supplied and embargoes are numerous. Cold weather is coming on and this will add to the already heavy burdens of the roads. So, with a united pull of all together, victory will come later on.

WE SHOULD DO OUR FULL DUTY AT THE APPROACHING ELECTION.

The approaching election, which takes place on the 7th of this month, when one-third of the members of the United States Senate and all members of the House of Representatives will be elected, and in addition more than half of the states will elect state officers from governor down, from a workingman's standpoint, will be one of the most important that has taken place in some time.

The administration, as well as the present congress, are the most hide-bound and reactionary that have ever been in control of the government; they are dominated and ruled by an oligarchy of sordid wealth and big

business, headed by Wall Street; the wealth of the nation is being rapidly turned over to these and even far more important than this is that the constitution is being trampled upon and the rights and liberties of the people subverted. If we would right these wrongs, effectively rebuke and retire to private life those who have proven themselves untrue to their oath of office and the trust committed to them, all must go to the polls and rebuke with their ballots those who have proven unworthy by voting for candidates whom we believe will more conscientiously work for the welfare of the masses regardless of the party they may belong to. Political parties have lost their meaning since both old parties have been manipulated by big business and special interests, and the only safe plan for those who seek the welfare of the people to follow is to vote for the man pledged to work for this end rather than those controlled by corrupt manipulators. Many progressive candidates have been nominated in different states and they are now being fought by reactionary leaders even of the party which nominated them. Every workingman should support these all the stronger because of the opposition of these corrupt politicians. If every workingman and woman will do their full duty in supporting and voting for these progressive candidates, a large group of members of Congress will be on hand at the next session of Congress to protect the interests and defend the rights of the people. Let everyone do their full duty and see that their wives, relatives and neighbors do likewise.

Let every workingman and woman realize that their future rights and liberties are at stake, and resolve to stand united at the polls as solidly as they have stood in industry. Vote for the welfare of yourself, your families and your fellowman. If the men and women of labor will unitedly join their forces and vote with the progressive farmers and others, the result will be to take the control of Congress from the sordid interests now in control and bring it back to a representative body of the people working and legislating in their welfare. There should be no slackers or shirkers—let everyone do their full duty.

SHALL RAILROAD EMPLOYEES AND MINERS BE PLACED IN INVOLUNTARY SERVITUDE?

Since the mine workers' and railroad shops employees' strikes have taken place and both have shown such effectiveness and solidarity, a very extensive and far-reaching campaign of propaganda has been in progress in the daily and weekly papers, magazines and all other mediums of publicity influenced by big business to make it unlawful for miners and railway employees to strike in the future on the plea that these are essential industries, and strikes in them interrupt interstate commerce and thereby inconvenience the public.

The stock argument advanced is that the employees of these industries do not have to seek work in them, that they may go into factories and mills, and if those so employed are not satisfied with the conditions and wages doled out to them by the management of these roads they can quit and go into other lines of industry, but if they choose to continue to work in coal mines or for railroads they should be prevented from striking; that while it may be all right to permit strikes in mills and factories, it is out of the question of allowing such to take place in coal mines or on railroads.

We cannot conceive how anyone with even a superficial knowledge of the conditions existing in these industries, and has the mental intelligence to know right from wrong, could conscientiously entertain any such ideas, and we are sure those who are assiduously using this propaganda do not. Imagine, if you can, an industry of this magnitude embracing 250,000 miles of railroads, with 70,000 locomotives, hundreds of thousands, if not mil-

lions, of cars, extensive shop offices and warehouses scattered across the country, as well as other resources, doing billions of dollars worth of business each year and run exclusively on a basis of profit, exploited to the nth degree by the financial interests; golden streams of wealth flow into the coffers of Wall Street from these from a hundred different sources, and this industry's 2,000,000 employees bound and shackled by the laws of a country with a democratic form of government, which would tell these two millions of men you are forbidden to strike, you must accept what conditions and wages these profit-hungry exploiters may give you or quit one at a time and starve if you can't get anything else to do. What would be the condition of these employees in a short time?

A large majority of the regular employees of railroads have spent all their lives since school days ended for them in the employ of railroads; they have been constantly fitting themselves for this work, through experience, study and training, and while expert in their trade, they know no other class of work, and it would be poor recompense for their years of faithful toil to undertake to say they must now accept such conditions and wages as a greedy, profit-hungry corporation may choose to dole out to them without complaint or right of appeal.

The present transportation laws undertook to set up an arbitrary tribunal to pass upon the wages and working conditions of railroad employees. No means of appeal was provided; their decisions were to be arbitrary and final. The records show the majority of this board apparently followed the wishes of the management in the matters passed upon; at any rate, many of the conditions of labor under which the men had worked for years were taken from them, wages were repeatedly cut, the men were thoroughly dissatisfied; but there was no remedy except to strike, and as soon as this was decided upon and the men ceased work, the Labor Board still further showed their bias by immediately trying to outlaw them.

The experience of the past two years shows the present Esch-Cummins law is an absolute failure and should be abolished, but it is out of the question to expect to successfully solve the problems of railroad operation by enslaving the employees, and at the same time let Wall Street gamblers run riot, with its finances and income to plunder and absorb them through graft, inefficiency and corruption.

The only really fair and efficient remedy so far advanced is that of the Plumb Plan, which provides first for the successful and economical operation of the roads for service instead of profits and then for dealing equitably and fairly with the employees and the public. Under this plan the railroads would be operated by experienced and efficient railroad men instead of financial pot hunters, profits would be used for betterment of equipment and service as well as for extensions of operations, instead of as now to enrich exploiters and grafters. We believe the people of the country will view this plan with favor and adopt after they have given the subject more serious thought and investigation. At any rate we do not believe they will sanction the proposition of involuntary servitude for the two millions of railway employees as a solution for the present defects of railroading. No nation of people can long remain half slave and half free; if the liberties are permitted to be taken from some, the others will soon lose theirs too. Slavery is no remedy for our industrial ills; justice and fair dealing is the only way to bring about peace.

A FEDERAL DISTRICT JUDGE IN WEST VIRGINIA ENJOINS MINERS CHECK-OFF.

Judge McClintic of the federal district of Charleston, W. Va., at the request of anti-union open shop coal operators, has enjoined the coal op-

erators of that district, who signed the Cleveland agreement with the mine workers, from complying with the check-off clause of that agreement. This decision, if allowed to stand, means that the miners and operators cannot agree that union dues be withheld from the pay envelope of the men and paid over to the union officers designated by the men to receive same. This is the same judge who ordered the miners of Mingo County in that state to abandon their tent colony, even though these tents were erected upon land leased by the miners. However, this order was reversed by the federal court of appeals, and it is quite likely this last order will be reversed also. In years gone by we heard a lot about the sacredness of contract, but since the open shop campaign to bust the unions has been on and so many employers have broken their agreements with their employees, they seemingly have lost much of their sacredness; in fact, it would seem that nothing is held sacred—contracts, law, constitution, or anything else—by some courts when organized labor is in consideration.

To the ordinary layman it seems to be the height of judicial folly and tyranny for a judge to enjoin employers from withholding, at the request of their employees, a certain portion of their wages and liquidate an indebtedness to them, where it is mutually agreeable to all parties concerned. It does not make any difference whether it is to pay their taxes or their union dues, the principle is the same. The constitution of the United States says the right of contract shall not be impaired, but this seemingly is a very much neglected document lately and only invoked when it suits the purpose of special interests to claim its protection. It is dollars to doughnuts that these open shop operators asking that the check-off be enjoined are themselves using this system and taking out of the pay envelopes of their employees house rent, commissary purchases and supplies of powder and tools used by them. We are told that one of the first principles of law is that those who seek equity must do equity; that is, they must come into court with clean hands. However, it would seem as if the modern interpretation has added a proviso that this rule did not apply when organized labor was in question. The writ of injunction is a rule of foreign birth; it is copied from English practice of other days, but is used there no more except on rare occasions and never in industrial disputes.

It is now used here as a weapon to hamstring the efforts of organized labor to better the conditions of the employees of industry. They have become more frequent and drastic in recent years, and these extremes will be the means for the elimination of them. The heart of the great majority of the American people beats in sympathy with the aspirations of the masses for better conditions, and we believe they have become convinced of the injustice of these injunctions in industrial disputes, and the time is not far distant when they will be prohibited by most stringent laws. They are unfair even in cases where the things enjoined are of themselves unlawful; for instance, disturbing the peace, such as fighting, which under statutory law would call for a nominal fine; but in a strike where an injunction has been issued, if an over-zealous striker engages in such a disturbance he is arrested and haled before the court and punished by heavy fine and imprisonment, not for fighting, but for violating the injunction. In this way misdemeanors are compounded into felonies. If men willfully violate the law, punish them in accordance with the terms of the law itself and not magnify a misdemeanor into a felony.

OPEN SHOPPERS WILL TRY TO HAVE OUR IMMIGRATION RESTRICTIONS REPEALED.

Efforts will likely be made at the coming session of Congress to have the immigration laws amended to the end that a large inflow of immigrants

may be secured. Propaganda is being assiduously spread by the anti-union open shoppers and low wage advocates, in an effort to show there is a shortage of labor in the United States, while the actual conditions show there are still millions of wage earners idle and unable to secure work. Evidently they would bring about a condition where there would be two persons for every job, so they could impose any conditions of work and pay as little wages as their conscience would permit them to do. Secretary of Labor, in a speech on Labor Day, is reported as saying there were one and a half million people still out of employment and another million and a half engaged in seasonal occupations; that is, those who have work only a part of the year; and he is also reported as saying this was our normal condition. The question naturally arises, Why are so many in enforced idleness and so many others who can secure employment only a part of the time? Charity should begin at home, and everyone who wants work furnished with regular employment before we open the doors for others.

The present law does not expire until June 30, 1924, and there is no real reason for action on this matter at this time; however, we are told a bill will likely be introduced for the ostensible purpose of reducing the number of immigrants from 3 to 2 per cent of those now here from various countries, but in reality, in the mixup following, to amend the law finally so as to allow a greater number and especially to cut out the literacy test. The big employers do not particularly like to employ men as laborers with an education or high degree of enlightenment; all the qualifications they ask or desire is that they be husky and strong of back.

The wages of laborers to a great extent determine that of mechanics, and the latter are just as much interested in maintaining fair wages for laborers as the latter are themselves. Therefore, all should actively work to maintain the present immigration laws as they now are. The only thing we may hope or expect in the matter from the present Congress is to have it take no action of any kind on the matter. As a preliminary to this, everyone should go to the polls and work and vote against every reactionary member of the present Congress that is up for re-election, regardless of the party he claims to represent.

LARGE GATHERINGS OF PEOPLE IN NUMEROUS CITIES DEMAND DAUGHERTY'S IMPEACHMENT.

Large assemblies of people in a great many cities and towns of the country were held during the past month at which resolutions denouncing the injunction sought and secured by Attorney-General Daugherty against the striking shopmen and demanding his impeachment from office were adopted. And the chances are that this will be a live issue when Congress meets in December. Mr. Samuel Untermyer of New York has volunteered his services in assisting Congressman Keller in pushing the matter of impeachment; it is also rumored that Mr. Frank P. Walsh of Kansas City and New York will also assist in the matter.

The dismay of the leaders of the House when the charges of impeachment were presented and their anxiety to prevent a discussion or trial of them before the election this month amounts to an acknowledgement of guilt and avoidance of trial and will be so construed by the voters. As the matter has been referred to the judiciary committee, which is a "died-in-the-wool" reactionary one, they are in hopes of preventing action through default of this committee, even when Congress reconvenes. However, we believe public opinion will compel action. As to the merits of the charges of impeachment there is ample judicial opinions and precedents to show they are sufficient to promptly oust Mr. Daugherty from office. Congress

in the past has impeached men holding high office for much less serious offenses. Here is the opinion of Judge John McCann of the Cambria County (Pa.) court on the injunction evil:

"The use of the injunction today by the court is deplorable. I doubt if there is a single lever which will bring about as much harm as the power of the injunction in the hands of an unscrupulous judge. An injunction issued for the purpose of forcing a man or men to work for another against his or their will is nothing short of chattel slavery. A man has the right under the constitution of the United States to work for, or refuse to work for, whomsoever he may choose. He may cease work for any reason or for no reason at any time he may elect. That is man's absolute constitutional and state right. The right to strike is incontestable. No court has power to prevent a body of men from organizing for their own protection or for bettering their working conditions."

It is quite likely the members of this judiciary committee, as well as the majority of Congress, may see things in a different light after the voters have registered their mandates at the coming election, and that the resulting action will show that the constitution still lives and even an attorney may not ignore its limitations or trample under his feet the rights and liberties of the people with impunity.

GOVERNOR ALLEN DOES NOT LIKE INDEPENDENCE IN AMERICAN WORKINGMAN.

Governor Allen, the Don Quixote author of the can't-strike law of Kansas, evidently has not a very good opinion or liking for the independence of the American workingmen in general and the organized portion of them in particular. He is quoted as saying in an address before the Rotary Club of Topeka a short time ago that

"I've dealt with many strikes and many strikers. The coal strike brought us into contact with strikers led by the radical foreign reds. If I ever have to choose the strikers I deal with, I'd rather have the foreign reds than the American citizens. The foreigner hates the government, but fears it. The tendency of the American-born striker, like too many American citizens, is to have neither respect nor fear for his government."

Evidently this colossal mountebank and misfit in executive office has no more confidence in the American people than they have in him, which is very little. Such sentiments as quoted above are apparently the main-spring of his actions in foisting the can't-strike law upon the working people of Kansas. He would chain them in industrial slavery and keep them there through fear of government and the terrors of its punishment. Governments are created by mutual consent of their people for the common good and protection of all; then why should a majority of their people be ruled by fear and force, or why should anyone fear his government so long as they are law-abiding citizens. Any government that seeks to govern by fear and punishment alone is a hopeless derelict and cannot long survive. The past history of the human race shows that tyranny and oppressions have ever been the worst curse that afflicted mankind, and always resulted in ruin and destruction.

Love of country is one of the strongest attributes implanted in the heart of man; government is the embodiment of nation and people as a whole; it is natural that the people look up to it with confidence for protection and the equal administration of justice; only when it flagrantly fails in these sacred trusts does doubt and discord exist, and those entrusted with administrative duties and powers, who willfully do violence to the sacred trust reposed in them, are greater enemies of their country than all the petty law violators that may exist.

Evidently Governor Allen arrived a generation behind his time. Had he been on hand about sixty years ago, when real slavery existed here, he might have won some kind of small fame as a slave-driver and task-master. As it is, he has only gained a little notoriety as a freak, and when his

official term expires, which is luckily near at hand, he will soon be forgotten and take his place in the hall of freakdom alongside of sockless Jerry Simpson and Carrie Nation, of hatchet-smashing fame.

ONE OF GOVERNOR ALLEN'S STRIKE-BREAKING COLONELS WOULD ADVISE STRIKERS.

When the shopmen's strike was called, Governor Allen, true to his record as a would-be strike-breaker, called out state troops and sent them into various towns and cities of Kansas, without any request of the civil authorities or apparent warrant of law; and even without the formality of declaring martial law, displaced the civil officers of the law and ruled with military vigor and despotism.

Herington was one of the places afflicted by this regime; the troops sent to this place were in charge of one Colonel Brown, the editor of a country weekly newspaper. For more than two months this redoubtable soldier made war on the strikers, and we are told did everything he could in aid of the company in their efforts to break the strike, both of whom failed miserably in their undertaking, and the troops were sent home. Now this great colonel, having failed to break the strike by bayonets and despotic rule, has the nerve, or gall, to undertake to offer advice to the men on strike for a living wage and a square deal. In doing so he adds insult to injury; he did them all the harm he could with usurped military authority and they have no reason to place any confidence in his good intentions or to thank him for any interest manifested or to follow his gratuitous advice. He asserted the strike at that place was lost and urged the men to return to work, whereas, as a matter of fact, the strike is not lost and the men are standing firm and just as determined as ever to fight on until victory is achieved.

The daily papers in these parts played up the yarn of this country editor on the strike, quite likely because the officials requested it, thinking it would induce the men to return to work; but it did not. These same papers have studiously avoided saying anything about the strike for the past three or four weeks, for the evident purpose of trying to fool the men into the belief the strike was over; however, happily, the men on strike have other means of securing information and were not deceived. The strike is effective today on the roads that have not settled up as they were on July 1, and will likely remain so until the managers show a disposition to deal fairly with the men as organized bodies.

WOULD RESTRICT HIGHER EDUCATION TO "ARISTOCRACY OF BRAINS."

President Hopkins of Dartmouth College is quoted as saying "too many go to college, which should be reserved to the aristocracy of brains," and that "higher education ought to be restricted if democracy is to become a quality product rather than simply a quantity one, if excellence and effectiveness are to displace the mediocrity towards which democracy has such a tendency to skid." He would have applicants for admission to college "selected." He would bar out those men who are "incapable of profiting by the advantages which the college offers." He would also bar "those who would be drawn from useful work to spend their time profitlessly in idleness acquiring false standards of living."

The formula for "selecting" college students was not given, but we are willing to wager that if it had been in force when this upstart teacher

was first trying to break into some second class college as a student, he would have been rejected and, instead of now mouthing as a "professor," he would be gazing at the hind end of an old gray mule pulling a plow in some backwoods section of the country. The kind of brains he carries around is not one of aristocracy, but of the old field variety run to seed, and the young man being tutored by this snob is indeed "spending his time profitlessly in idleness acquiring false standards of living." According to this plan, sons of working people would be barred because they would be "drawn from useful" work and would be "incapable of profiting by the advantages which the college offers." Were such a plan in vogue from the independence of our country, some of the most noted and great men of our country would have been lost to history. General U. S. Grant was a mule driver on a canal boat and Abraham Lincoln was a rail splitter, and thousands of others who achieved greatness were reared in obscurity and poverty.

There is no aristocracy of brains; sons of the poorest and lowliest of laborers are constantly rising to places of importance and fame, and often the sons of the most famous and gifted die in obscurity. This man should transfer his residence and activities to the Hindoos of India, where the people have been divided into rigid castes for thousands of years and one generation follows the other in the same kind of occupation and life of those who went before them.

Seemingly what is really needed with reference to our colleges is a weeding out of snobs and fake professors and installing of real teachers in their places.

LADIES' AUXILIARIES DOING SPLENDID WORK.

From all reports the Ladies' Auxiliaries connected with the various shop crafts now on strike, as well as those from the System Federation, have been doing splendid and efficient work in raising funds, arousing enthusiasm and in dozens of ways effectively assisting the striking shopmen. In some cases we believe they have even volunteered to go on the picket line. No doubt much credit is due them for the order and effectiveness of the strike; therefore, all honor to these noble bands. The past history of the human race shows that in all great struggles of man for justice and better conditions, they are never so effectively and successfully pushed as when their mothers, wives, sisters and sweethearts stand behind them with their loyal and enthusiastic support. Therefore, our lodges everywhere should give every encouragement to the formation of Auxiliaries, show them how to organize and get together, and they will show you how better to succeed later on. Let all lodges who have not as yet an Auxiliary get busy in the matter.

THE EXECUTIVE COUNCIL OF THE A. F. OF L. CONDEMNS JURISDICTIONAL STRIKES.

The executive Council of the American Federation of Labor at its session in Atlantic City a short time ago adopted a resolution severely condemning jurisdictional strikes of one organization against the other, and declared they must cease, as they waste the strength of organized labor in fighting each other that should be used against unfair employees. It was also decided to call a national conference of building trades in Washington or Indianapolis as early as possible in an effort to adjust the jurisdictional dispute between the carpenters' and sheet metal workers' organization. This is one of the worst phases of the trade union movement, and unless

taken up and solved in a fair and prompt manner by the union affected, will produce friction and demoralization.

Owing to changes taking place in work through the evolution of building and changes in designs of machinery and material used, lines of demarkation between some trades become more or less obscure and apparently overlap each other. However, this should not be sufficient cause for fighting each other, hammer and tongs, and making an effort to stop the industry they are engaged in work by calling strikes; the thing to do is for each to act in a friendly and fair way and solve the matter in an equitable way, and as friends, not enemies. Let us hope the A. F. of L. will be able to promptly and effectively solve this problem.

QUOTATIONS.

Words are good, but they are not the best, the best is not to be explained by words, the spirit in which we act is the great matter.—Goethe.

To be wiser than other men is to be honest than they; and strength of mind is to see and speak the truth.—Hazlett.

The golden beams of truth and the silken cords of love, twisted together will draw men on with a sweet violence whether they will or not.—Cudworth.

Whatever our place allotted to us by Providence, that for us is the post of honor and duty. God estimates us not by the position we are in, but by the way in which we fill it.—T. Edwards.

Sincerity is to speak as we think, to do as we pretend and profess, to perform and make good what we promise and really to be what we would seem and appear to be.—Tillotson.

Self distrust is the cause of most of our failures. In the assurance of strength there is strength, and they are the weakest, however strong, who have no faith in themselves or their powers.—Bovel.

Self confidence is not hope; it is the self judgment of your own internal forces in their relation to the world without, which results from the failure of many hopes and the non-realization of many fears.—Bulwer-Lytton.

Let us have faith that right makes might and in that faith let us dare to do our duty, as we understand it.—Lincoln.

The richest endowments of the mind are temperance, prudence, and fortitude. Prudence is a universal virtue, which enters into the composition of all the rest; and where she is not fortitude loses its name and nature.—Voltaire.

Anarchy is the sure consequence of tyranny; for no power that is not limited by laws can ever be protected by them.—Milton.

STRIKES NOW IN FORCE.

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)
Rochester Tank & Boiler Works, Rochester, N. Y. (Unfair.)

Billberg Boiler Works, Houston, Texas. (Strike on.)

Felipe Oil Works, Franklin, Pa. (Unfair.)

The Lucey Mfg. Co., Chattanooga, Tenn. (Strike on.)

Morse Bros. Mach. & Supply Co., Denver, Colo. (Unfair.)

Ajax Boiler Works, Denver, Colo. (Unfair.)

S. F. Bowers & Co., Port Wayne, Ind. (Unfair.)

Provo Foundry and Mach. Co., Portland, Me. (Strike.)

Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)

Mathislan Alkali Works, Saltville, Va. (Strike on.)

Lebanon Boiler Works, Lebanon, Pa. (Unfair.)

McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)

Atlanta, Birmingham & Atlantic R. R. (Federated strike on.)

Missouri & North Arkansas Ry. (Federated strike on.)

Minneapolis Threshing Machine Co., Hopkins, Minn. (Strike on.)

Cosden Refining Co., Tulsa, Okla. (Lockout.)

Higgins Bros., Bayonne, N. J. (Unfair.)

Wm. P. Copping Contract Ship & Tank Works, New Orleans, La. (Unfair.)

Wilmington Iron Works, Wilmington, N. C. (Unfair.)

Wilson Bros., Hoboken, N. J. (Unfair.)

Salt Lake Boiler & Sheet Iron Works, Salt Lake City, Utah. (Unfair.)

J. D. Cousins Boiler Works, Buffalo, N. Y. (Unfair.)

Lake Erie Boiler Works, Buffalo, N. Y. (Unfair.)

W. K. Henderson Machine Foundry & Boiler Works, Shreveport, La. (Unfair.)

Petroleum Iron Works. (Unfair to our members Port of New York.)

Dominion Shipbuilding Yard, Toronto, Ont., Can. (Strike on) on work being done by the Collingwood Shipbuilding Co. for Dominion Government.

The Berkeley Machine Works, Inc., Norfolk, Va. (Unfair.)

The Liberty Iron & Wire Works, Norfolk, Va. (Unfair.)

Bushon Foundry & Machine Co., Alexandria, La. (Unfair.)

The Bakoff Boiler & Tank Works, Memphis, Tenn. (Unfair.)

Georgia Car & Locomotive Co., Atlanta, Ga. (Unfair.)

American Boiler & Sheet Iron Works, Indianapolis, Ind. (Unfair.)

Pittsburg Boiler & Machine Co., Pittsburg, Kans. (Unfair.)

International Officers' and Organizers' Reports

REPORT OF INTERNATIONAL VICE-PRESIDENT NOLAN.

Since last report for Journal a partial adjustment of Nation-wide strike of railway shop crafts has been effected through the efforts of the Railroad Employes' Department, and certain executives of a number of railroads who realized after calm and careful deliberation that the serious condition of the transportation on the railroads of the country demanded the absolute necessity of bringing about a settlement, by opening up negotiations with duly authorized committees representing the crafts involved, and the result has been that some progress has been made, and while not entirely satisfactory by any means owing to the conditions that confronted the shop crafts on returning to work in accordance with terms of settlement yet it may pave the way for better results in our future negotiations.

There are a few die-hards in the southeastern part of the country who are still lingering on the Mourners' Bench and fail to realize the necessity of marching up the sawdust-trail to the promised land of peace where every one entering its portals is compelled to show a clean record of practical practice of honesty in accordance with the sermon on the Mount. "do unto others as we would wish others to do unto us," but that day will surely come and not far off, either, when die hards who have delusion uppermost in their minds that they own the earth and the fruits thereof will realize from bitter experience that the organized labor movement of our country is here to stay, and will continue to function just the same as no power on earth can crush it, as its efforts represents justice to all, and special privileges to none. Organized labor stands for that great principle known as justice and will continue to do so regardless of all combinations whose untiring efforts to curb organized labor in its rightful constitutional activities will be gone and forgotten, for injustice will die and sure decay like the die hards now against the wall.

And practical organization will accomplish that legitimate purpose because of the fact that organized labor is essentially founded and connected with the highest and noblest aspirations of humanity, having for its ideals honor, integrity and honesty. Therefore to inculcate such ideas and principles is the pressing need just at this time, for all of us must redouble our efforts to present labor's cause more prominently before our fellow toilers so as to bring about a greater interest in organization and education.

Such being the case that organization and education is necessary to build up and maintain the forces of organized labor as a unit, therefore the principles of it and what it stands for must be made plain to every man

and every woman that works for a daily wage, and more so now than any time in our history. We must persevere along that line if we hope for a better day for perseverance backed by average intelligence will accomplish wonders especially when men are in earnest acting as a unit, we must also remember that no great work was ever accomplished in a day but sometimes the labor of years has been destroyed because at certain times and at a critical moment we failed in our efforts when industrial and economic liberty could have been secured, but nevertheless regardless of failure sometimes, we must still go on and on in a greater effort for industrial liberty, for a sacrifice for anything that is worth while calls on every one in the trades union movement to shoulder the responsibility and bear the burden be it great or small, and working at all times to advance the interests and needs of organized labor, for without organization and education industrial slavery in America will be so firmly established that it will require the heroic efforts of patriotic trades unionists in the future to stamp it out, as we can't get away from one fact, that can't be very well contradicted, that every effort is now being made by ways that are dark and mysterious to make labor the catspaw of organized capital.

What are we going to do to strangle it in the light of present events that is going on by poisonous propaganda against organized labor in every city, town and hamlet from the Pacific to the Atlantic, while all business and professional men are organized as never before and protected by law and always in continual operation for their benefit, while organized labor is hounded by injunctions both state and national to prevent their legitimate activities in accordance with law and the constitution, no man or woman that works for a daily wage but must realize the absolute necessity of organization at this particular time when the financial powers that be are working against us as one man to disrupt organized labor forces by means that are foul, and so-called laws that are in direct conflict with the constitution, and for that reason is it not about time that we stand together and act together in the future as the railroad shop crafts did on July 1st, in the defense of their homes and those depending on them, because justice was violated and honesty of purpose trampled on, could not do otherwise as real men fighting for a principle as dear as life itself, the protection of their homes and little ones so as to secure the necessary financial means to properly clothe them as well as educate them as far as possible to the old-time ideals of American home life, stood on firing line for almost three months and never with their back to

the wall, but on the contrary stood up as real men and trades unionists in one of the greatest industrial battles in the history of our country and with that spirit of federated co-operation that calls for hats off to the railroad shop crafts and also the executive officers of the Railroad Employees' Department of the American Federation of Labor, who stood on guard in the interest of the men they represented and against one of the greatest financial aggregations that the world has ever known, in their unholy effort to control organized labor by bringing into play every financial agency backed by the political gun to force the railroad shop crafts to accept industrial

slavery, nevertheless all that visible and invisible power failed of its purpose, as the shop crafts on American railways are still on the job and will remain on the job to continue their efforts, and will be doing business as usual when the persecutors of organized labor will have passed into oblivion, gone and forgotten.

Let us redouble our efforts in the interest of a brighter future and a better day when all men and women who toil for a daily wage will stand erect as members of the trades union movement, one for all and all for one is the most sincere wish of the undersigned. I am yours truly and fraternally, Thos. Nolan, I. V. P.

REPORT OF INTERNATIONAL VICE-PRESIDENT JOSEPH P. RYAN.

(Period September 16th to October 15th, 1922, Inclusive.)

Chicago, Ill., October 15, 1922.
Chicago Strike Area.

My entire time since last report in October Journal has been devoted in the interest of our shopmen on strike in my home city and I am pleased to report that 15 of the 27 railroads having terminals in Chicago have reached a settlement and the men are now at work on those roads. The remaining 11 namely the Rock Island, Santa Fe, Burlington, Grand Trunk, Pere Marquette, Soo Line, Nickel Plate, Wabash, C. & E. I., Pennsylvania and the Illionis Central have not at this writing (Oct. 15) made any settlement and our men are still on strike. In addition thereto we have some switching lines still on strike. Regardless of the effort of management to break the ranks of the men, we have a healthy strike on in this city and the men are standing loyally together with determination to win and settle along honorable lines.

Injunction Protest Meeting.

On Sunday evening October 1, 1922, at Ashland Boulevard Auditorium (Street Car Men's Hall) three thousand railroad shopmen gathered to voice protest against the Wilkerson-Daugherty Injunction. President John Fitzpatrick of the Chicago Federation of Labor was chairman and President John H. Walker of the Illinois State Federation of Labor and Editor Frey of the Iron Molders' Journal were the speakers of the evening. Brother Frey received an ovation on his masterful address on Injunction Proceedings. Resolutions were unanimously adopted by the assembly condemning the Wilkerson-Daugherty writ and calling upon Congress for redress.

Federal Court Litigation.

Since my last report some 30 odd defendants have appeared in court. On Sept. 27th by agreement of counsel all cases were continued until October 11th. On October 11th several were dismissed and the remaining 28 cases are now transferred to Federal Judge Page and will come up for hearing or trial date Monday, October 16, 1922.

Striking Shopmen's Tag Day.

After several delays and preliminar. work

permission was secured from the Chicago City Council, the Mayor, Chief of Police and Corporation Counsel to hold a Tag Day for striking railroad shopmen and Monday, October 9, 1922, was finally agreed upon as the date for said event. Four continuous days of rain and mist ushered in our Tag Day. Notwithstanding all of the obstacles we were forced to contend with, I am pleased to report that through the efforts of a progressive committee and some four hundred generous hearted women and girls our venture was a success and I am stating herewith the returns of the striking railroad shopmen's tag day:

Section of City.	Amount.
Loop District	\$2,727.29
Englewood District	1,317.05
Pullman District	920.18
McKinley Park District.....	719.91
Woodlawn District	508.23
West Englewood District.....	484.60
Austin-Oak Park District.....	474.83
South Chicago District.....	456.41
Burnside District	422.56
Rogers, Park District.....	409.16
Douglas Park District.....	336.61
Wicker Park District.....	188.42
Oakland Square District.....	122.00
Lincoln Park District.....	28.04
Miscellaneous	42.20

Over all\$9,157.49

Aside from weather conditions the outstanding feature of the occasion was our inability to secure from the families of our shopmen on strike a sufficient number of volunteers for our Tag Day. Had we been able to muster 1,000 women and girls on Monday October 9, 1922, we would have reaped a harvest as six hundred are required alone in the Loop District let alone the vast manufacturing and outlying business sections of the city. With our thousands of members, those who have settled and those still on strike we should have been in a position to secure unlimited taggers. However, we found that while the men are sufficiently organized, our women folk were not available, and we must accept

the inevitable result and profit thereby in the future.

Appreciation.

We are sincerely grateful to the officers and office force of the Railway Employees' department, Blacksmiths' International Sheet Metal Workers' International, Sheet Metal Workers' Railway Branch, Chicago Federation of Labor, Bakers' Union No. 2, Cap Makers' Union Nos. 5 and 15, South Chicago Trades Council, Pullman Trades Council, Chicago Northwestern System Federation No. 12, Russian School, Loyal Order of Moose Englewood Lodge No. 221, Calumet Council Knights of Columbus, Burnside Lodge K. of P., the New Majority (Chicago's

Labor Paper), Labor (our National paper), the Amalgamated Clothing Workers', Bro. Moritz Loeb and the Friends of Soviet Russia, The Amalgamated Trust and Savings Bank and other friends who rendered their support in behalf of our Cause. We are also thankful to the women and girls who gave their time, and endangered their health in making Shopmen's Tag Day a success. To my associate International Officers, Chairman Bro. Peter Jensen, Secretary-Treasurer Bro. Edw. Osborn and Tag Day Committee, I am sincerely grateful for the splendid co-operation rendered the writer throughout this affair. I am, sincerely and fraternally yours, Jos. P. Ryan, I. V. P.

Technical Article

PETTICOAT SHEET LAYOUTS.

By O. W. Kothe.

Locomotive boilers are either straight where all courses are straight cylinders, or they are made where one course slopes to a smaller diameter as in Figs. 11, 12, 13. More often the types Fig. 11 and 12 are met with and because of their flare are called petticoat sheets.

Now all forms of heavy plate laying out follow the same geometrical principle as if a person would lay out very thin metal. Only here in heavy plate we work to a neutral axis line as the sketch W shows, which is an end view of Fig. 11. Since we treat the measurements to the neutral axis line—then our lay out is drawn to the line, and the thickness of plate wraps around this line. This is the only feature to observe in developing heavy metal.

The reason for these reducer or petticoat sheets on boilers is to reduce weight and water space. The tubes and flues are clustered around the center of the boiler and when the heating surface has been satisfied—the boiler shell is reduced in diameter to within a few inches of the tubes, or enough to enable inspection. The high portion acts as a steam space where all the saturated steam congregates, which is here transformed into dry steam, and from the dome this dry steam is taken and superheated into an almost perfect powerful gas. Those boilers that are cylindrical straight from fire box to smoke box they have more tubes and flues inserted for heating surfaces and this requires a full diameter throughout the boiler.

Now where reducers as in Fig. 11 are met with, we must associate this course with the development of any conical object as funnel, cape, taper pipe, etc., where it bevels equally from a central axis line. This type of slope sheet was used in government locomotives sent to France during the war. It is the simplest reducer we know of; easy to lay out, easy to assemble and is very rigid. We shall lay this out in two different

methods; by the sweep method and triangulation.

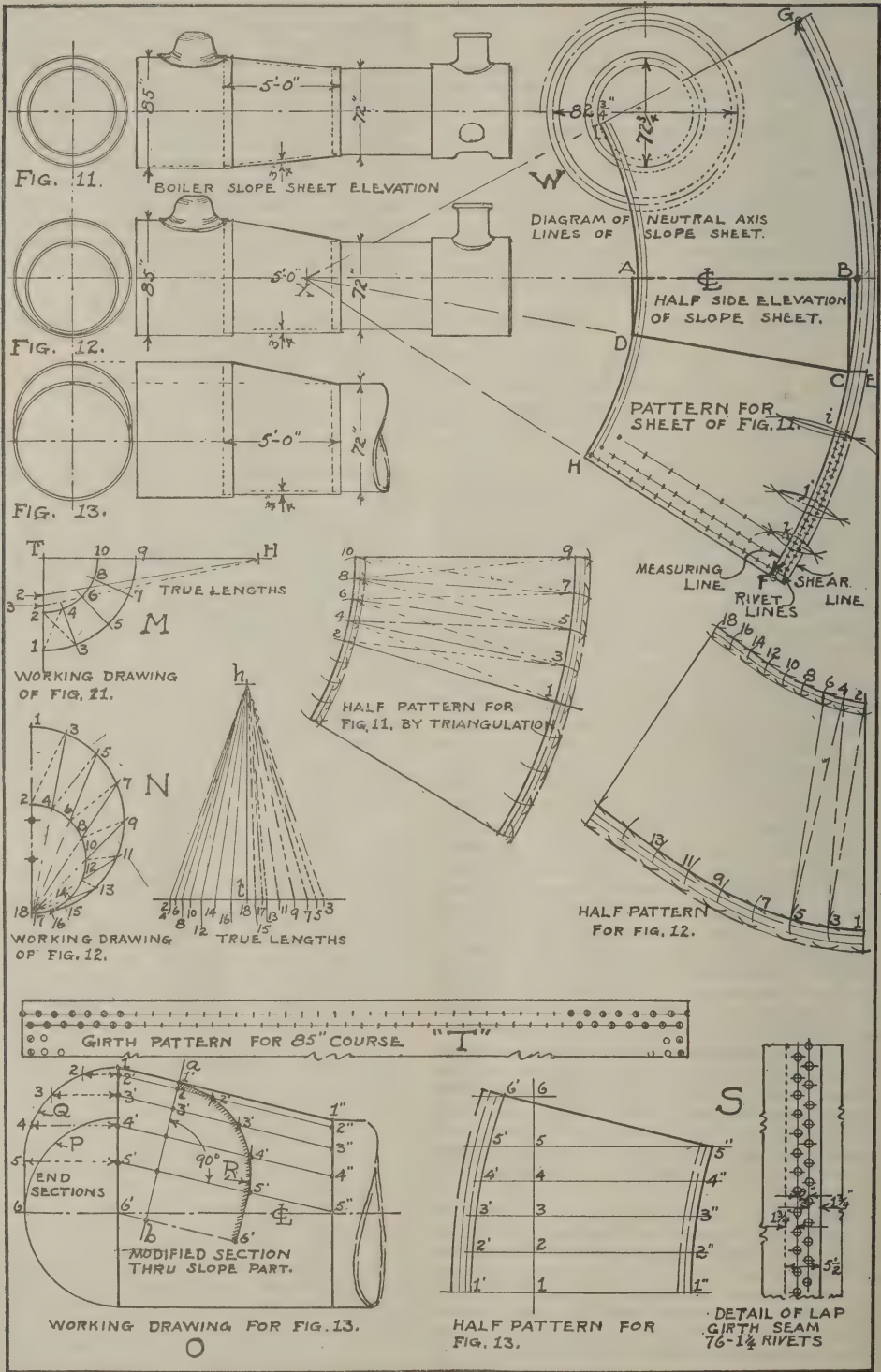
For the sweep method we draw any center line as X-B indefinitely. Then measure the width of sheet or course as A-B. From these points drop lines as B-C and A-D, making each equal to one-half of the diameter of their required diameters. Observe that B-C is supposed to be one-half of 82 $\frac{1}{4}$ inches and A-D is one-half of 72 $\frac{3}{4}$, since these are the neutral axis lines we must go by as in sketch W. Now join C-D with a line and extending it on the same slope until it intersects the center line as in point X in this case. Then set a long pair of trammel points to X-C as radius and using X as center strike an arc as F-G through point C. Then change trammels to X-D as radius, and describe an arc I-H through point D. This produces the camber and sheer lines for trimming the top and bottom so the fitting will set true and square. Observe since the straight cylinder overlaps this petticoat, the point C is considered to be the knuckle line, and to this an allowance of C-E must be made for riveting edges. But for the small end, the allowance is allowed on the inside of the edge D.

Next draw any line as X-G and then figure the circumference of the large end, thus;

$$\begin{array}{r} 3.1416 \\ 82\frac{1}{4} \\ \hline 23562 \\ 62832 \\ \hline 251328 \end{array}$$

259.9674 or 260 inches circumference.

We take a 6 foot zig zag rule and measure off this 260 inches along the arc G-F, which establishes our point F. We then draw a line as F-X and this regulates the girth I-H to conform with our measurements. The throat I-H does not need to be measured, as the lines running to the apex es-



tablished this girth. The rivet lines are next stepped off and drawn as shown. The width C-E governs the heel and the throat lines are similar as the detail of lap girth seam shows at S at the bottom of plate.

Now the rivet holes can be marked off on this pattern the same as on a straight line pattern as at "T." The main thing is to make sure that you have the same number of rivet pitches in the heel line F-G as you have in pattern "T." To shorten the work the rivet line arc can be subdivided by the process of bisecting the arcs as at i-j-k. This leaves only a few rivet pitches to regulate between fixed points and overcomes probable inaccuracies. When this edge C-E is drawn in to fit inside of the shell, these holes will match with those of pattern accurately. The rivet holes in the longitudinal seam H-F are marked off from the butt strap, for which details are always given.

This sweep method is not so satisfactory on such large rings as met with in boiler work. Here the slope is often quite shallow and this necessitates expending the apex point a long distance from the layout. Such cumbersome working methods is liable to encourage inaccuracies, as well as the considerable loss of time it involves. For this reason, very few layerouts use the sweep method on large work, but prefer triangulation. This will give the same pattern and if done carefully, it will be absolutely accurate.

At M we show a working drawing of all that is necessary to develop the pattern. The quarter circles 1-9 and 2-10 correspond with radius A-D and B-C in connection with diagram W. This drawing M shows a modification of what may be the strict method of triangulation as shown by diagram N for Fig. 12. Here at M we find that lines 1-4 and 2-3 are the same length, and that all solid lines as 1-2, 3-4, 5-6, etc., are of equal length. So we can develop our pattern by the criss cross method, which saves resetting tramels each time a point is established. This will only work on fittings whose bases are parallel and are exactly on center.

So to treat this layout, we first divide the outer quarter circle in any number of equal spaces as 1-3-5-7-9. Then draw lines to the center T, which also divides the inside quarter circle at the same time as 2-4-6-8-10. Draw the line 2-3, and if you desire the line 1-4 also, although these are not necessary since we only work from points and consider lines mentally drawn.

Let line H-T represent the height of our reducer, and so with dividers pick lines 1-2 and 2-3 from between the circles, and set these distances as T-2 and T-3 as the arrows indicate. From these points 2-3 draw lines to H, and you have the true lengths with which to develop the pattern. To start the pattern, supply yourself with two pairs of dividers, and one set of good reliable tramel points. Draw any line as 1-2 in pattern equal to true length H-2.

Then set dividers No. 1 to girth space 1-2 and using 1 in pattern as center, strike arcs 3. Next set divider No. 2 to girth space 2-4 of plan and using point 2 in pattern as center strike small arcs as at 4. Now set tramel points accurately and securely to true length H-3 and using points 1 in pattern as center cross arc in point 4; then shift centers to point 2 and cross arcs at 3. Observe by crossing back and forth the desired curvature is developed, hence we call this the criss-cross method.

Continue by striking arc 5 from the new center 3 with dividers No. 1, and also strike arc 6 from the new center 4 with dividers No. 2. Then with tramels using points 3 and 4 as centers—cross arcs in new points 5 and 6. Repeat this process until the half or the whole pattern has been developed. Observe the tramel points do not need resetting and can be used for the entire layout set to space H-3. This saves adjusting each time and also assures greater accuracy, since in triangulation you throw one point off—the whole layout becomes deranged. The surest way of detecting errors in triangulation development is that when sketching a line through all points where arcs cross, and the line is irregular containing abrupt hills and hollows—that is a sure sign of an error. The natural tendencies of all developed miters is a gradual, uniform curve in whichever direction it may lead. But it permits of no abrupt hills or hollows and where such occur—it is always best to recheck the entire drawing to locate that slip.

Rivet lines are drawn in here the same as was described in the above pattern, only here we have no apex center, and the lines are drawn parallel to one another by means of small arcs as shown. Then lines are sketched tangent to these arcs and the rivet holes are stepped off as before.

Slope Sheet Off Center.

Now most of the boilers met with that have reducers are made as in Fig. 12. The bottom is level or almost so, and the top forms the slope. Some are more pronounced than others, while the same method of development holds good as demonstrated here.

Some workmen lay out these sheets by the sweep method taking on the principle of a scalene cone development. But owing to the largeness of the shell, the method is not as serviceable as it should be. There is too much liability for inaccuracies to creep in. Triangulation is the only practical means of developing large work of this kind.

We first describe at N the two semi-circles as becomes the neutral axis lines in the relation shown. Then we divide the outer larger semi-circle in any number of equal spaces and draw lines to the point 18—thus also dividing the smaller inner semi-circle in that same number of equal spaces. Next fill in the diagonal dotted lines which subdivide each space into triangles, and number each point progres-

sively, as 1-2, 2-3, 3-4, 4-5, etc. Some workmen prefer to rather number the line than the point, which practice is all right, but we believe where you work from definite points, less error will creep in and if error does creep in, it is more easily detected. Much of this development work is all in the way a person gets used to his lines.

Next draw a diagram as line 2-3 with h-t squaring out equal to the height of the reducer or 5 feet in this case. Now decide to place the dotted lines on the right side and the solid lines on the left hand side, or vice versa. With dividers pick each line from plan separately as 1-2 and set it as t-2; then pick 2-3 and set it as t-3; next pick 3-4 and set it as t-4; then pick line 4-5 and set as t-5 in diagram. Repeat this process until all lines as 17-18 have been transferred into diagram. Then draw lines to the height h- and you have the true lengths for developing the pattern.

Now the longitudinal seam on this slope sheets is either made on the top center, or on the side near the top, say 60 degrees from the center line. Where the seam is on the top center, the half pattern can be developed, and by reversing the pattern on the line 17-18, the full pattern will be produced with the seam at the top or line 1-2. If, however, the seam must be at 60 degrees or say on line 7-8 in pattern, when it is best to start the pattern with 1-2, and after the pattern is finished, simply move the seam line over. In laying out triangulation patterns the draftsman should always seek to follow his numbers progressively; that is, start with 1-2, 2-3, 3-4, etc., rather than start at some half way station and work both ways. It is especially hard to pick your numbers backwards. It requires an intense concentration, and even at that, oversights and slips will occur. The writer has penciled around with triangulation the last 12 years almost more than the average of any 10 layerouts put together, and attempts at working my layouts backwards always results in error creeping in. So if long years of experience fails to overcome such treatment, it is evident no novice will have more success with it.

Since our plan M is started with the 1-2 numbers at the top—we start there; if we would find it convenient to start at the bottom, we would start at 17-18, only with 1-2, and finishing at the top with 17-18. That would require a readjustment of our true lengths.

To start the pattern, draw any line as 1-2 equal to true length h- 2 and then use two pairs of dividers. Set No. 1 to girth space 1-3, seeing so it averages up well for all spaces, and using 1 in pattern strike arc 3. With dividers No. 2 pick girth space 2-4 from plan, and using 2 in pattern as center, strike arc as at 4. Then with trammel points set to true length h-3, and using 2 in pattern as center, cross arc in point 3. Now reset trammel points to true length h-4 and using the new point 3 as center cross

arcs in point 5. Then with dividers No. 1 and No. 2 strike arcs 7 and 6 from the new points 4 and 5. Then pick true length h-6 and h-7 and using points 4 and 5 as centers cross arcs in points 6 and 7 as shown. Repeat this treatment until points 17-18 are established, and then trace lines through all points where arcs cross and you have the half pattern finished.

Rivet lines can be added as shown, regulating the spaces to suit the lap edges and the back pitch. On these lines the pitches are set off to conform to pattern "T" and when the metal is rolled up, it will make a perfect cut of what you want in Fig. 12.

Fig. 13.

Here we have a design of slope sheet used in the older smaller locomotive boilers. The barrel is the same diameter throughout, but the back ring is made oblong as Fig. 13 shows, and a slope sheet is built in to fit the cylinder of the next course. Since these courses are of the same diameter, the parallel line treatment can be applied for the development of this sheet. Triangulation can be used, but for such straight work the projection method is more satisfactory.

First draw a side elevation of the sheet as shown above O. Then describe sections P and Q from centers 6' and 5' or wherever measurements will direct. Divide section Q in equal spaces and square lines into the heel of elevation O as in points 1'-2'-3'-4'-5'. Now since the diameters are the same, the elevation lines will be parallel, therefore from each of these new points draw lines parallel to 1-1" as 2'-2", 3'-3", 4'-4", etc. Observe that point 5' merges in point 5" or line 6' of center line, so this latter space will work in as a triangle.

Notice that these elevation lines become narrowed from those in section Q, because the angle they take from the heel line 6'-1. So a true section must be developed through this slope sheet. To do this draw a line as a-b at 90 degrees to 1-1", and then with dividers pick the half diameter lines of section Q as 2-2' and set as 2-2' in R; pick 3-3' and set as 3-3' in R, etc., to point 6. Through these new points sketch a line shown shaded, and you have the modified section through this slope sheet. This section will represent the true girth for the pattern.

To set out the pattern, draw any line as 1-6 in pattern. Then with dividers pick each girth space separately from section R and set as 1-2-3-4 to 6 in pattern. Through each of these points draw stretchout lines perfectly square to 1-6. Observe that line a-b and 1-6 in pattern correspond as set lines. So we pick the distances as 1'-1 and 1-1" and set it in pattern as 1-1' and also 1-1". Then pick distance 2-2' and 2-2" from elevation and set as 2-2' and 2-2" in pattern. Continue this transferring of distances until point 6'-5" in pattern are established. Then through these points draw lines and you have the pattern. Rivet lines and lap

edges must be allowed extra wherever necessary as above directed.

If the longitudinal seam is to be placed on the top center; then the half circumference as required for sections P and Q at the bottom is added to line 6'-5" of pattern. But often this slope sheet is a fill-in proposition, and a seam is made on each side center line. Rivet pitches, lines and sizes of same must be taken from the boiler under repairs or construction.

This in a measure covers slope sheets for locomotive boilers. For the experienced workman in laying out we have treated this subject rather profusely. But for the beginner much of our treatment will remain vague and hazy until he dabbles deeper in geometrical construction. The eye will not see what the mind does not comprehend. Consequently the mind must be coached and developed progressively such as a good study will do.

Correspondence

TRASH.

Minneapolis, Minn.

The man who steals my purse, 'tis said,
Steals trash to take unto his bed—
And never truer word was said,
Since every day facts may be read,
That prove these Railroad Buccaneers
Have choked themselves, lopped off their ears,
In effort to instil dark fears
In minds of men—more than their peers.

The purse they stole is like hot coals,
Week after week the truth unfolds,
That transportation slower rolls—
A fact that burns deep in their souls.
There was a time when engineer
Kept jeweled watch at hand and near,
But soon the time shall come, I fear,
When he will use a calendar.

These railroad junkyards filled with trash,
Are concrete evidence of cash
Purloined in effort bold and rash,
From union men they wish to smash.
Thus do the gods of light and speed
Heap coals of fire on men of greed—
While patience is the club we need,
If from our hand we'd have them feed.
—M. P. Sheldon.

Portsmouth, Va.

As this is my first attempt to write a short article for our Journal, and will take the liberty if satisfactory to publish it in the next issue.

Lodge 57 is still on the job and has been for many, many years and hope to continue as a lodge of the International Brotherhood, although the Norfolk navy yard at present has very few boilermakers employed and some of them fell by the wayside, or in other words played into the powers that be and are now delinquent. But I can assure you, Mr. Editor, they will pay the necessary constitutional amount for reinstatement in our organization, as business is business in our brotherhood, and 57 will see to it that our constitution is enforced, as the present conditions that organized labor is up against calls on every boilermaker, helper and apprentice to line up as one man to protect our trade and calling and

block the tide of unhuman efforts on the part of organized capital who are using every means in their power to enslave American labor and make democracy a farce instead of a power to protect all of the American people.

During the late world war organized labor stood ace high with the present combination who are now fighting us to a finish, but will fail in their unholy efforts, as organized labor during the late war stood together as one man and with only one object in view, to make good in government navy yards, railroad shops and shipyards and meet changed conditions successfully like men, and under difficulties that required real men, and by their efforts won a victory for American arms on Flanders' bloody battlefield.

But what an inhuman change has taken place since victory was made possible in opposition to organized labor by organized capital: Wages reduced, millions thrown out of employment, working conditions made a football of to bring about, if possible, industrial slavery in the supposed land of liberty; laws enacted and restraining orders issued contrary to the constitution; Clayton act passed by Congress violated, that had for its purpose freedom of speech and the press, as well as the right to assemble peaceably on all matters of interest when necessary; injunctions issued in many states, as well as the famous Federal injunction, issued in anticipation of violence never committed, although none of the 400,000 shopmen was cited to appear in order to have an opportunity to challenge the attorney general's ground for such a sweeping injunction.

Nevertheless the trades union movement still lives, and will live, and go on and on, as the wage-workers of America will insist and continue to insist that their constitutional rights shall not be interfered with, as no one individual will ever be permitted to change the constitution for a purpose or make a glaring farce of laws enacted by congress for the protection of all the people of America, regardless of whether they are rich or poor, without a protest at the ballot box, strong and emphatic, by labor's forces, the men and women who toil for a daily

wage, as well as all citizens who know that the first essential necessary is the enforcement of it, and when that essential is understood and carried out by the law officers of our government, both national and state, injunctions will be unnecessary and democracy safe, as it was intended by the founders of our government.

May that time soon come when the scales of justice will be so balanced that the rights of labor will be fully recognized and justice rendered to the men and women of toil, who made our country great and respected among the nations of the earth who gave their energy in time of peace and their lives in time of war that democracy might live in the land of the free and the home of the brave.

In conclusion, let us stand by the International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of America, as well as the general labor movement, in order that co-operation of labor's forces may be the keynote of the future and, working together in absolute harmony with one object in view, the onward march of organized labor to final victory. Recognition—nothing more or nothing less—can organized labor accept. Yours fraternally, James F. O'Connor, Lodge No. 57, Portsmouth, Va.

ENOUGH!

Minneapolis, Minn.

The biggest joke of the season
Came out at the State Fair,
When many farmers of the land
Took wives and children there,
To see that horse that took a dive,
And rabbits without tails,
As well as cows that had no horns,
And airships without sails—
To find out how to build a barn
With half as many nails,
To house those cows that hook and kick
And switch their muddy tails.

They didn't come to listen how
To grow two grains of wheat
Where only one had grown before—
And thus themselves defeat.
For every time they'd turned that trick
They had been sorely beat.
Not much! They didn't come to sit
On bleachers in the heat,
To listen to a demagogue
Pour out a resume
Of all the stunts that had been done
Since Adam first made hay.

Yes, sure! They knew they'd backed the
war

With every foot of soil—
Had sent their sons out to the front
To fight in that turmoil.
They also knew of ruined farms
With mortgages foreclosed—
They knew just how, and where, and when,
Their interests were opposed—
How live stock prices took a slump—
How corn was used for coal—

You bet, they knew these grafters who
Had put them in the hole.

Yet—with the patience of Old Job
They followed the harangue,
That Coolidge put across the plate
With gusto, zip and bang.
For forty minutes in the heat,
His honeyed words did pour
Like hydrochloric acid on
A very touchy sore.
At last the sun and heat and gas
Became far too intense,
And one young farmer shouted out
"Let's go, from hither, hence."

Then shout on shout the cry rang out
From all the bleachers there.
They stamped their feet, they shook their
fists,
And cat-calls filled the air.
While Jacob Preus, off to one side
Was puzzled once for fair—
He motioned out to his good friend
To ozonize the air
By cutting out ten pages of
This ancient history stuff—
As farmers yelled out clear and loud,
Enough! Enough! Enough!
—M. P. Sheldon.

Dear Sir:

Believing the Journal with its extended influence will gladly assist us in attracting to our district the means of developing our now undeveloped resources, thereby giving to our unemployed natives a livelihood, we ask your aid in disseminating the inclosed information. Truly yours, The Chamber of Commerce and Agriculture, J. H. White, Director F. P.

Since Tuxtepec, Mexico, became a producing center of bananas, many letters are received and no doubt some from your readers, asking all kinds of questions, as, "Can white folks live in tropical Mexico? How many years before banana trees bear? How many bunches are there on each tree? Is banana growing profitable? Can you have a banana orchard planted and cared for without living in Mexico? Are there oil wells in your locality?" As few of our people write English, such letters are referred to the Chamber of Commerce and Agriculture for answer.

Yes, white folks can live in tropical Mexico, and here, where nature supplies your wants by spontaneous growth, little attention is given to money making, for you cannot keep from making money. With our fertile soil nature matures the products, all required of man is to market the luscious fruits, which takes little time, leaving months for pleasure and mental improvement. The sources of enjoyment are limitless. Though in the tropics, during the entire year you can gaze on snow-capped mountains and behold scenes that angels must admire. Boat riding on the beautiful rivers in the tropical moonlight would cause

hearts of stone to throb with loving impulses. Fishing at all seasons is a popular sport and hunting grand; small game of all kinds abounds and deer are plentiful. Horseback riding through the lovely forests, enlivened by the songs of birds, the air perfumed by the fragrance of countless flowers, is a sport not soon forgotten, while tennis and golf, in a land with the brow constantly fanned by refreshing breezes, cannot fail to be appreciated by old age as well as youth. Mexico, why Mexico is the land to live in, the land God has chosen for those He loves.

The two essentials for banana growing are climate and rainfall. The thermometer should never fall below 40 degrees above zero. A well distributed rainfall of at least 130 inches per annum is required. We have in our valley 160 inches per annum, four times as much as the average rainfall in the United States. The area in the world having sufficient rain to grow bananas with profit is so limited that overproduction is absolutely impossible. Carload after carload of bananas are shipped from our station every day of the year. Bananas grow from tubers called heads, being about the size of a man's head. The heads have eyes like a potato. They are planted in rows about fourteen feet apart each way, making 200 hills to the acre, one head in each hill, each head sending out five to six shoots which grow to be twenty to thirty feet high and eight to twelve inches in diameter, each stalk producing one bunch of bananas in a year. When the bunch is ready for market the stalk is cut, the root sending out more shoots, each in a year producing its bunch of bananas, hence the banana plant never dies, but is constantly reproducing itself.

The United Fruit Co. have conclusively demonstrated the wonderful profits in banana growing. Each of the 200 hills per acre should during the year produce 150 pounds of bananas, or fifteen tons to the acre, which at our station are worth on the average \$30, United States money, per ton, or \$450 per acre. A five-acre banana orchard should, after the first year, produce \$2,250 worth of bananas annually, and the cost of production is nominal compared with the profits.

Yes, you can have a banana orchard without living in Mexico. After ten years of revolution, the coming of peace found our natives on the verge of starvation, with nothing to sell and no demand for labor. All they want is a chance to work, and to give them employment, companies have been organized who will plant, for people not living in Mexico, five acres or more of bananas on the installment plan, for easy monthly payments, and will care for and market the bananas for one-third the profits, so you get two-thirds without any labor on your part and you need not be in Mexico at all. Ten acres of bananas should, after the first year, yield a gross annual

income of \$4,500. Such a handsome income so quickly, from so trifling an investment, is certainly worthy of investigation, and we insist on people visiting Tuxtepec. Without seeing it is impossible to realize the charm and possibilities of the tropics. Do not take our word for it, come and see. We will show you as fine banana orchards as there are on this continent, and show you that our estimates of profits are low. Why not own a banana orchard?

Oil is today the lifeblood of the republic. The revenue from oil practically maintains the government. Some oil wells, producing 50,000 barrels or more per day, are directly north of us, and wells producing a higher grade of oil are just south, we being on a direct line of production between the two fields, and a five-acre banana orchard, which never fails to bring a large income from bananas, may bring untold wealth from oil.

The Chamber of Commerce and Agriculture has issued a "Banana Bulletin" giving general information regarding banana growing and the profits therefrom, which will be mailed free to anyone addressing us. Tuxtepec is 100 miles south of Vera Cruz. We have railroad and river communication. Our country is beautiful as well as historic; Mexico is old, why you can kick from the sod with your profane foot idols and gods that were worshiped before the star shone over Bethlehem. Scarred old ruins are hidden by lovely vines decked with flowers, and the plodding peon carries on his dusty hand roses and orchids fit for a May queen's crown. The beauties of the tropics no pen can describe, no artist's brush can picture; the grandeur of nature is often undescrivable. Health conditions are good, climate as near perfect as one could desire, nights always cool and pleasant and land very cheap, considering its wonderful fertility.

The Chamber of Commerce and Agriculture is composed of our leading business men, who are anxious to advance the interests of our country and give employment to our needy people. Visit our valley and see for yourself that all we have told you is true. For further information address The Chamber of Commerce and Agriculture, Tuxtepec, Oaxaca, Mexico.

East Boston, Mass.

Dear Sir and Brother:

It is certainly surprising to observe the interest that is taken in the business of Lodge 585 by some of the so-called "leading men" of the Simpson's Patent Dry Dock Co. of East Boston. The interest of these men would be more practical if they would act like real red-blooded men and make application for reinstatement as members of this lodge.

Brother William F. Nyhan brought to the attention of Lodge 585 the fact that the structural iron workers of the city of Boston and vicinity are up to their old tricks again, viz.: stealing the work that really

belongs to the members of this organization. Brother Nyhan has done some clever investigation, and he hopes, with the promised assistance of Business Agent Canfield of Machinists' Union No. 1103 of Boston, to legitimately checkmate some well laid plans drawn up by these smooth structural workers to "grab" work that is entirely out of their jurisdiction.

As the fall elections approach it is strikingly evident that there was never, perhaps, a time in the history of Massachusetts when such a golden opportunity is within the grasp of the wage earners of that state, irrespective of party affiliations, to send to the United States Senate, in the person of William A. Gaston, a real red-blooded American, who will, if elected as the candidate of the Democratic party—while not unmindful of the vital interests of the whole nation, with all the strength of his sterling manhood—insist that Massachusetts will again receive that just portion of commercial and industrial prosperity which shall help to solve the problem of unemployment and will be a potent factor in the economic, material and intellectual development of every human soul living within the confines of the old Bay State. Business precepts, not academic platitudes, will guide William A. Gaston in the event that the electorate of Massachusetts place their stamp of approval on his deserved ambition.

Hundreds of the members of this organization in Massachusetts who hope and pray that adequate industrial rehabilitation will mark the triumph of the American people in the next congress are filling up the ranks of that solid phalanx of independent and progressive voters who will march to the polls on November 7 for the purpose of seating in the United States Senate William A. Gaston as a fitting colleague to United States Senator David I. Walsh, who has been for the last four years shedding luster in his native state by his admirable conception of all that is logical in American statesmanship and by his constant advocacy of a square deal.

As in the senatorial campaign, so also in the contest on November 7 for the governorship of Massachusetts, the wage earners of the state, it would appear (from the sentiments expressed in the cities and towns which feel the need of industrial rejuvenation and a deliverance from the thralldom of autocratic state commissions), have become imbued with the belief that if Massachusetts is going to progress instead of retrogressing in the spheres of economical ethics and humanitarian ideals, the desired results can be practically assured by the election as governor of Massachusetts of the Hon. John W. Fitzgerald, the Democratic nominee for that office, whose platform is pledged to a retention of primary elections, to constitutional amendments providing for uniform labor laws in all states to abolish child labor, for immediate compensation for injured wage earners, for the

adequate compensation and hospitalization for former service men and women, for the adoption of an old age pension system and for a readjustment of the system of taxation, whereby needed relief would be afforded the smaller owner and rent payer from the constantly increasing tax burden, is one that has never been excelled, if equalled, in the history of Massachusetts.

The election of ex-Congressman Fitzgerald will be of distinct advantage to organized labor, because his heart, ever since he entered politics at the age of 21, has always throbbed in sympathy with the aspirations of the common people, and his voice, his pen and his vote, whether in the congress of the United States, in the general assembly of Massachusetts or as mayor of the city of Boston, has never faltered when the forces of greed, intolerance and injustice have attempted to render null and void those great national bulwarks of American citizens, the Declaration of Independence and the Constitution of the United States. Yours fraternally, Daniel B. McInnes, C. S., Lodge 585.

Brooklyn, N. Y.

Dear Sir and Brother:

Kindly issue in our next month's Journal photo of Brother Thomas J McIntyre, deceased.



Photo of Bro. Thos. J. McIntyre (deceased), formerly a member of Lodge 21, Brooklyn, N. Y.

ceased, a member of Lodge 21. He died September 14, 1922. I remain yours fraternally, H. L. Davis.

Kansas City, Mo.

Dear Sir and Brother:

Just received a letter from a friend telling me that my good friend, Sir Thomas Fenny, better known to the traveling brothers as Squirrel Fenny, is rolling in oil. His well is flowing something like 1,200 barrels a day. I am carried back many

years to the time when I first started out, and met Squirrel Fenny in the wilds of Mexico. I was then full of hopes and fears; I then knew but little of myself and less of the world. I have learned since that one-half of this world is trying to build it up and make it a better place to live in, while the other half are doing their best to destroy it. Brother Fenny, you will remember the pleasant and profitable times we have spent together in both giving and receiving valuable information that has benefited us and our trade. I had often heard Squirrel tell how one dark and stormy night, after all the bars had been closed (so as to keep the cattle from straying away), he took himself to his hotel and retired, after a hard day directing the schooners that pass in the night. He told me that he began dreaming of better days, seeing all the wild beasts of the jungle passing over his head. After they had all passed he got up and dressed, and as he wanted more air than was coming through the window, he strolled out into the night, knowing not where. At daylight he began to get hungry, but, as I live, not dry. He made himself a slingshot from his hose supporters and as he is an expert with the weapon he secured a rabbit for breakfast.

He then took a short nap and dreamed again, but this time it was about oil. And he then saw in his dream a fish, a mountain and then more oil. He then got up and made his toilet and was again on his way. Suddenly he stopped, and behold! he found a small object that he afterwards told me looked like a fish. Its head was pointed to the south, towards a large mountain. To reach this mountain it took him several days. At last he arrived at the foot and staked out his claim, including fish and mountain. He then walked back to the city from whence he started, and filed his claim.

This was some years ago. During the war he worked hard, saved his money, and after the big battle was over he forgot all about his claim until the Standard agents began looking him up and offering him large sums of money for his claim. All these he refused.

About a year ago a man called at my home. I was not home at the time, and when I arrived home my wife told me that some preacher or deacon had called on me, but left no name. I had her to describe him to me so I could try and locate him. The next day I found Brother Fenny was in the city, dressed up like a deacon, but badly broke. I had him come to my home and rest up for a few days and take some of those wrinkles out of his stomach. We then talked over old times. He, from one of his secret pockets—of which he has many—produced an old and well-worn paper, which proved to me was a claim on this said fish mountain oil rights. He asked me to keep this as a secret, as some day he, Thomas Fenny, wished to startle the world as an oil king. He then told me of the

many things he wished to do for the boomers. He intended to buy a large piece of land in some far-out place, a place where they could fish and hunt three square meals per day. I have no doubt that Brother Fenny will do this, as his mind was clear and his brains were running strong at the time.

I took a trip with him, leaving him in Omaha; he headed for the West. On all my travels with him there was no better shooter ever lived. He is a 50-50 go-getter and one that deserves everything that his well can produce. He and I have traveled a great many miles together in cars that were not made for kings and queens to ride in. He always liked to take his time when traveling, and would oftentimes go hundreds of miles off his route to call on a friend that he knew was working any length of time.

While in Mexico with him attending a bull fight he offered to go in the ring and kill the bull himself, rather than see a Mexican kill an American bull. He often told me that he could throw the bull anyway, even if he could not kill one. We stayed in Mexico some time, but one day our stay was suddenly cut short, as Squirrel got a funny notion in his head. He was going with a beautiful Mexican girl at the time. I am under the impression that Squirrel told her that he was a very wealthy man in the States. Things were going nicely when one day a big tramp came along and told her brother that Squirrel was a very wealthy man when he was asleep, that Squirrel was a big boomer and the biggest buller in the States. That was enough. Squirrel, with tears in his eyes, told me that was the only girl he ever went with only to have a big tramp come from the States and spill the beans. We left Mexico at once.

I would not be surprised, now that Brother Fenny has secured his wealth, that he will take a flyer to Mexico and take unto himself that which made us take our fast "pull-man" from that little burg in the mountains of Mexico. Here is hoping that Brother Fenny will live long and enjoy his newly acquired wealth and that his "side-door pull-man" rides are over, and my best wishes are that he will become more famous than John D. on account of directing the schooners that passed in the night. Yours fraternally, C. M. Blair, Lodge 83.

New Orleans, La.

Dear Sir and Brother:

The members of Crescent City Lodge, No. 37, International Brotherhood of Boilermakers and Iron Shipbuilders and Helpers of America, present this in commemoration of our departed brother and former Past President, William J. Smith, who was taken from our midst on September 3, 1922, and passed to the great beyond. He had been an active member for a number of years and was a member of the old local, No. 37, in the

year of 1890 and was highly esteemed by all who knew him. We, the members of Local No. 37, of New Orleans, La., unanimately extend our deepest sympathy to his

bereaved widow and relatives in their hour of sorrow. We wish to remain yours fraternally, B. J. Schreiner, Co. and Fin. Secy. and B. A. Local 37.

In Memoriam

Notice of the following deaths of members and relatives of members have been received, with suitable resolutions of sympathy:

MEMBERS.

Bro. James Woodside, member of Lodge 104, Seattle, Wash., died September 24, 1922.

Bro. Peter Kincaid, member of Lodge 27, St. Louis, Mo., died September 10, 1922.

Bro. R. Charlton, member of Lodge 134, Montreal, Que., Can., died September 29, 1922.

Bro. W. A. August, member of Lodge 239, Rocky Mount, N. C., died April 10, 1922.

Bro. J. A. Wakefield, member of Lodge 239, Rocky Mount, N. C., died May 29, 1922.

Bro. D. H. Jones, member of Lodge 363, E. St. Louis, Ill., died September 1, 1922.

Bro. Frank Hoag, member of Lodge 363, E. St. Louis, Ill., died September 2, 1922.

Bro. Nestor Candelario, member of Lodge 76, Albuquerque, N. M., died September 10, 1922.

Bro. W. J. Smith, member of Lodge 37, New Orleans, La., died September 3, 1922.

Bro. Wm. McFarlane, member of Lodge 126, Winnipeg, Man., Can., died September 8, 1922.

RELATIVES OF MEMBERS.

Mrs. M. S. Powell, mother of Bro. R. B. Powell of Lodge 320, Meridian, Miss., died September 26, 1922.

Mrs. John M. Smith, wife of Bro. J. M. Smith of Lodge 84, Grand Rapids, Mich., died September 20, 1922.

Co-Operation

HOW TO DETECT FAKE CO-OPERATIVES.

By Albert F. Coyle, Acting Editor Locomotive Engineers Journal, Executive Secretary All-American Co-operative Commission.

The man who merely steals your money is not the worst villain out of jail. For your money can be replaced. But he who robs you of your faith in a good cause, injures you and your fellowmen irreparably. It is true that you are mercilessly exploited as a consumer by a horde of parasitic middle men, monopolists and speculators, who control the nation's food and clothing supply. They extort from you the last possible penny of profit and give you shoddy goods in return. But why waste your wrath upon them, especially when you have yourself to thank for being thus picked and plundered? Whenever you wish to do so you can organize co-operatively with your neighbors, as some thirty million people around the world have now done, and supply yourself with the necessities of life at cost without profit or graft to anyone.

Better save your righteous indignation for the wolf in sheep's clothing. The fake co-operative, run on paper by a crew of slick-tongued stock salesmen who take advantage of the desire of the people to improve their lot and rob them of their hard earned dollars under the pretense of promoting co-operation. The dictionary contains no fit epithet for these shameless swindlers. They steal not only the people's money, but what is infinitely more despicable they also filch

their faith in honest co-operative enterprises.

There is no need for any sane person beyond the age of infancy to lose a penny in fraudulent co-operative enterprises. If one uses half as much judgment as he would exercise in buying a horse or a suit of clothes, he can save both his money and his regrets. There are certain definite principles that determine the success of every co-operative enterprise. You cannot violate these principles without disaster any more than you can ignore the law of gravitation without suffering bumps and bruises. And, conversely, the honest application of these principles is equally certain to bring co-operative success. True co-operation never fails. It cannot fail, because it is based on inexorable moral and economic laws. On the other hand, fake co-operation, whether devised in ignorance or dishonesty, is bound sooner or later to end in disaster.

Four Reasonable Tests.

Without becoming narrow or bigoted, there are certain definite co-operative principles that can be laid down, to which every honest and successful co-operative enterprise must conform. The name Rochdale has been written across two continents because the original Rochdale store embodied these fundamentals. In brief, the foundation

principles for every genuine consumers' co-operative society, whether store, laundry, or other enterprise, are devotion to service, democratic control, sound management, and educative program.

(1) Service, not profit, must be the main motive. Indeed, there must be no profit. The difference between the total cost of goods, including cost of doing business, and the total cash received must either be refunded to the consumers or else accumulated in a reserve fund to strengthen the business, which amounts to the same thing, since the consumers own the business.

(2) The business must be democratically controlled. This means that it must be owned by the many and not by the few. Therefore, a limitation must be set on the amount of stock any one member can acquire, and every consumer in the neighborhood must be permitted to join and own stock on equal terms. The members should have the right to elect the directors annually, to call special meetings of the entire membership to decide important issues, and to have access to the books to see that the business is honestly managed. The "one man, one vote" principle must prevail, regardless of how many shares of stock a man may own. In other words, human beings and not money vote. For this reason, too, proxy voting should not be allowed, except in the case of husband and wife. This is where co-operative enterprises differ radically from profit-making businesses. Instead of capital hiring men, the men hire the capital, and pay it a limited interest if there is a surplus. If there is not a surplus, capital gets no interest. This is in accord with the first principle laid down: serving mankind by providing the necessities of life, and not the gaining of money, is the primary purpose of all true co-operative enterprises. This ideal can be carried out only if the business is democratically controlled.

(3) Sound business methods must prevail. Goods should be sold at or very near the market price, and not "at cost." No storekeeper can count the complete cost of his goods until they are actually sold, and the money in the bank, with the month's cost of doing business (rent, light, heat, delivery, etc.) carefully computed and added to the wholesale price of the goods. The difference between this total cost and the selling price must either be rebated to all members annually, in the form of patronage dividends at the end of every quarter, half-year, or year, or else placed in a reserve fund to strengthen the business, to take advantage of favorable market opportunities on quantity purchases, to expand, or to meet the stress of occasional slack times. In any event, a full report of the financial condition of the business should be made to all the members at the end of every dividend period, whatever the disposition of the surplus.

(4) A campaign of co-operative education

should be carried on. The co-operative enterprise is not a selfish undertaking. Its goal is not to benefit a favored handful, but all the people of the community. In its ultimate ideal co-operation embraces the whole world. Therefore, every co-operative society must be the center from which radiates an ever-widening circle of co-operative influences. Only in this way can co-operation change the prevailing motive of society from making money for the few into making life comfortable and wholesome for the many. Every genuine co-operative society should set apart a definite per cent of its surplus for local and national co-operative education. This is the best proof of its devotion to men instead of to money.

What You Should Know About the Business.

The foregoing tests determine the sincerity, the democracy, the soundness, and the unselfishness of every consumers' co-operative enterprise. They should form the foundation for every such society. But suppose you are asked to join a society already organized and doing business? In addition to these tests, ask the following questions, and see to it that you get straight, clear-cut answers:

(1) Who and what are the directors of the society, and how often are they elected by the entire membership?

(2) What were the assets and liabilities of the society at the last financial report; how often are financial reports made; and are they accessible to the membership or just the directors?

(3) What salaries are being paid, and what commissions given to sellers of stock?

(4) Are the gains of the business distributed equally to the entire membership, or are certain favored incorporators given a special "dividend" on their investment?

If the enterprise can give a clean bill of health on all of these items, your influence and your money may safely be lent to its support.

"Co-operative "Camouflage.

Finally, there is a lot of talk about "co-operation" that is sheer camouflage. Certain well-fed individuals and well-kept newspapers continually exhort the farmers and workers to "co-operate" with the coal mine owner by laying in a stock of coal now (while the price is sky high). Or labor is urged to "co-operate" with capital in turning out a larger product. This is simply a prostitution of the good word "co-operation." It is a very one-sided co-operation these gentlemen want. The consumer does all the co-operating in handing over his hard-earned money to the dealers and coal barons, but they do not favor co-operation in the division of their profits. The farmers and workers do all the co-operating when they exert themselves to produce more wheat and more cloth and more steel, but the big millers and industrial bosses are not interested in the co-operative distribution of their

gains. This brand of co-operation is so obviously fraudulent that ordinary horse sense will label it for what it is.

The All American Co-operative Commission, with headquarters in Cleveland, Ohio, asks the aid of every earnest co-operator in the extermination of co-operative fakes. Just as the ranchers of the West form an

alliance to exterminate marauding wolves and coyotes, so the Co-operative Commission invokes the aid of honest co-operators throughout the nation in its efforts to bring present offenders to justice, to secure the enactment of laws that will prevent further frauds, and to promote all genuine co-operative enterprises.

News of General Interest

A 500 HORSEPOWER ELECTRIC BOILER.

To many people it will seem absurd to use electricity for making steam, but this is actually being done—and for a very good reason—on British railways. The railway systems in Great Britain are gradually being electrified where the conditions are favorable; and the result is that on certain routes steam haulage will be at work on one portion and electric haulage on another. The usual practice is to heat steam trains with the steam from the locomotive, and obviously this method cannot be continued when

the steam locomotives are replaced by electric locomotives. Experiments have therefore been made with boilers heated by electricity, and tests made with one of 50-horsepower have been remarkably successful. The efficiency of this system of heating is very high, and the life of the elements is, owing to skillful design, very long. Plans are now being got out for a 500-horsepower boiler, large enough to maintain the steam supply for a full sized main line train.—New Zealand Railway Review.

SCABS CALLED MERCENARIES BY RAILROAD PRESIDENT.

Men who accepted service with the railroads during the shopmen's strike were mercenaries, according to Fairfax Harrison, president of the Southern Railway System. Mr. Harrison should know, for he claims he employed 7,599 of these "mercenaries" during the strike.

Mr. Harrison, in a statement addressed to

"public officials of the South," announces the termination of the strike by "treaty" with the shop crafts. He says that the railroad succeeded in recruiting but 65 per cent of a normal force, and adds: "None of the craftsmen so enlisted sought or was promised a permanent job. They were mercenary troops and took service specifically as strikebreakers."

HEALTH HAZARDS IN INDUSTRY.

By Helena V. Williams.

The medical profession long ago recognized that certain industrial occupations are hazardous from the standpoint of the worker's health. The worker himself, however, has not yet become sufficiently impressed with the fact that if his occupation be a plasterer's or a painter's for example, he should guard against diseases that are less likely to threaten a chauffeur or a structural steelworker, or that granite cutting endangers bodily tissues that are not affected by plumbing or coal mining. The young worker apprentices for a trade that suits his industrial inclinations, learns it, and frequently follows it for years without any thought as to whether the conditions surrounding his employment or the work itself may not be affecting his health.

Tuberculosis, that insidious enemy of the wage earner, is said to be primarily a disease of producers, for the reason that one-fourth of all persons who die between the ages of 15 and 45, are its victims. Out of the million cases of active tuberculosis in this country, fully 60 per cent are at the age period when they are engaged in gainful occupation. A closer examination into the

statistics regarding consumption reveals the fact that from potteries, textile factories, and certain mines and quarries come the greatest number of consumptives who are wage earners. Survey showed that out of 2,390 deaths of textile mill workers (male) 525 died from this disease alone. The reason for this high death rate is the presence of dust in the air that is breathed by the worker. The most dangerous dust is mineral dust which contains sharp pointed particles. Occupations such as marble and granite cutting are exceedingly hazardous ones, for the tiny particles so irritate the delicate lung tissues where they become embedded, that they cause inflammation. This, combined with the tuberculous infection which is dormant in most of us, gives the germ an opportunity to become active and to spread. Flint, slate, iron, tin and lead dusts, too, are dangerous. A survey of the granite workers at Barre, Vt., revealed that out of 427 men employed in the quarries only 27 chests were found to be normal. All the others had a fibrous condition of the lungs caused by exposure to the quarry dust and 35 per cent of the 427 showed signs

of tuberculosis. Only 2.4 per cent of the men examined by draft boards and army doctors showed signs of tuberculosis.

Other trades in which there is a high mortality from consumption and in which dust is a contributing factor, are grinding, tool making, printing, weaving, spinning, and the cloak, suit and fur trades.

In these days of efficient and comfortable safety devices it is quite possible for the worker to protect himself adequately against dust and its insidious effects. Employers, too, are realizing that it is to their advantage as well as to their employees' to furnish these, and are prepared to supply masks and other protection to their operators. But more than this is needed to reduce the amount of tuberculosis in industry. Bad working conditions are frequently present in all trades. Dark, poorly ventilated factories and workshops into which little or no sunshine penetrates, or where windows are always tightly shut, impair the workingman's health and render him an easy prey to disease. The improvement of working conditions, however, so far as light, air and sanitation are concerned, cannot be left entirely to the employer. This problem offers a splendid opportunity for the labor unions to act in the interests of their members. A considerable number of unions are already taking active interest in this phase of the labor question, and excellent results have been achieved in better health of the members.

Long hours of work also affect one's health. While a certain degree of fatigue is beneficial in that it invites rest, continual over fatigue ultimately breaks down the bodily resistance and prepares the way for disease. Eight hours of work per day is sufficient if mental and physical well-being are not to be impaired.

All too often the working man, rather than his occupation, is to blame. His working conditions, surroundings and hours of work may be ideal, but if at the end of the day he wastes his energy by remaining late hours in the pool room or some other place of amusement, he undoes what his employer and his union may have tried to accomplish for him. Not that recreation is not desir-

able and even necessary but moderation should be the watchword here as in all other things.

Good nourishing food and healthful exercise are essentials to one's physical well-being. The food may be of the simplest, but it should be provided in sufficient quantities and be of the right sort. Meat, all the green vegetables, cereals and the starchy foods such as potatoes, macaroni and rice are good, but sweets, pickles, pastries are best left off the regular diet. But the latter is a warning that is perhaps needed more by the female sex.

Finally, a periodic physical examination is the best way to assure oneself that there is really nothing the matter. Do not wait until there is an ache or a distinct let down of energy before you go to the doctor. It is difficult, of course, to persuade oneself to pay a doctor for an examination when one is feeling well. But it is a practice worthy cultivating in the long run. The money that is saved in pain, doctor's bills and mostly in wages by treating early symptoms is many times greater than the cost of prevention. The results of the Framingham Health Demonstration in Massachusetts, are an excellent proof of this. In 1917 only 27 cases of tuberculosis had been reported and known in that city. Within two years, over 250 cases had been discovered. Through systematic effort there the death rate has been cut in four years from 121 tuberculosis deaths per 100,000 to 40 deaths per 100,000. Such startling revelations have awakened the public throughout the country to the fact that there is great need for health education.

In order to increase the education of the working man and his family in the cause, prevention and control of tuberculosis, tuberculosis associations throughout the country are supplying public health nurses, children's camps, nutrition classes, clinics, etc. These are supported by the funds raised in the annual sale of Christmas seals. Everyone is given a chance this time to co-operate in this movement which aims to teach. The sale of seals will be conducted throughout the country in December.

THE WORKING MAN.

He makes everything.
He makes butter and eats oleo.
He makes overcoats and freezes.
He builds palaces and lives in shacks.
He raises the corn and eats the husks.
He builds automobiles and walks home.
He makes kid gloves and wears mittens.
He makes fine tobacco and chews scrap.
He makes fine flour and eats stale bread.
He makes fine clothing and wears shoddy.
He makes good cigars and smokes stoglies.

He builds electric light plants and burns oil.

He produces fine beef and eats the soup bone.

He makes silk shirts and wears cotton.

He makes carriages and pushes a wheelbarrow.

He makes broadcloth pants and wears overalls.

He makes meerschaum pipes and smokes a cob.

He makes stovepipe hats and wears cheap derbies.

He digs the gold and has his teeth filled with cement.

He builds fine cafes and eats at the lunch counter.

He makes patent leather shoes and wears brogues.

He builds baseball grandstands and sits in the bleachers.

He makes the palace car and rides in the side-door sleeper.

He builds grand opera houses and goes to the movies.

A BAD SITUATION.

Mr. E. M. Woolley, well-known economist and writer, is hooked to learn that in Manhattan Island, New York, containing over 2,250,000 people, only 2.1 per cent own their homes, and that a large part of the population there now pay year in and year out over 70 per cent of their total annual incomes for rent.

Still more shocked is he to find the physical, mental and moral deterioration that this fearful strain on the family pocketbook is causing on the folks who are compelled to pay this rent.

There is rich food for thought for every American citizen in his article in the Saturday Evening Post of August 5, from which the following extract is taken:

"Don't forget that the fundamental basis of family prosperity is and always will be the ability to save—the margin between earning capacity and expenses. On this factor—lacking in New York for the vast majority—rests the fate of the family, which means the fate of the nation. So the bigger our cities grow the more families will descend to penury.

"A few generations ago the iron men of the open were at least masters of themselves and of their work and homes. With grim but unhesitating valor they packed their belongings into covered wagons and took their families, with rifle and dog, out into the unknown. And if their ultimate destiny was not scintillating fame it was at least their own; and the strong men and

He makes silk suspenders and holds his pants up with nails.

He makes fine furniture and uses cheap installment stuff.

He makes the shrouds, the coffin and tombs, and when he dies he sleeps in Potter's field.—Exchange.

big things of this nation have come from these pioneers.

"Not so today, with the millions of people herded in the confines of the metropolis. Here hundreds of thousands of men, young and old alike, meekly submit. Their blood no longer boils at the normal man's boiling point. The right to their own souls is no more an alienable prerogative. In the vast crush of humanity they go with the crowd; there is no escape unless they get out of the current, and they have forgotten how to navigate rapids.

"You cannot get away from the fundamentals of human nature. Within a few generations something is going to happen. If it comes suddenly it will be social revolution and war. The spark of independence still remaining will ignite. Let us hope the revulsion will come gradually from a change of sentiment and the scattering of people to where they can restore the normal proportions of life."

A vain hope, we fear. Our cities, with their extremes of wealth and poverty, have not been built upon mere sentiment, but are the result of the natural drive of economic forces. So long, therefore, as our present economic system remains unchanged—and "economic system" is but another term for "taxation system"—we can no more stay off the fatal day suggested by Mr. Woolley than we can dam up the waters of Niagara with a paper dam!—"The Bulletin," Committee of Manufacturers and Merchants on Federal Taxation.

UNION LABEL TRADES DEPARTMENT.

To all Organized Labor, Greeting:

There has been much written and a great deal more preached about the value of the union label, card and button to the workers. But all the writing and all the preaching will accomplish very little until concerted action is displayed by every member of organized labor when spending money.

The sale of union labeled products will never exceed that of non-union products until we, the organized workers, stop buying non-union products instead of our own. Unless we make our own products popular they will never be popular. Belief in our own products will create belief in the buying public.

Remember, you are boosting your own labor and that of your fellow trades unionists. Get this thought clearly in your mind and then talk the products of organized labor up and not down.

We should feel ashamed whenever we spend money for the products of those who

are opposed to us. Each time you fail to patronize union labor is a loss to us and a gain for those opposed to us. Of course, this is a great disadvantage to us. If you have made that mistake in the past, resolve right now that you will never again be placed at a disadvantage by your own thoughtless action.

You will find that many of the buying public will change from non-union to union products when you set them the example. Most people like to help those who know enough to help themselves.

Remind yourself and those dependent on you that if your employer should show a preference for the services of those not organized, your power of purchase would be curtailed. Give your fellow trades unionist a square deal by purchasing the products of his labor, so that his power of purchase will not be curtailed, and he in turn will be in a position to purchase the products of your labor.

You know the old saying, "Money talks." Think it over. Let all union-earned money talk in the future, and ask for the union

label, card and button. Fraternally yours, John J. Manning, Secretary-Treasurer Union Label Trades Department.

CONFERENCE FOR PROGRESSIVE POLITICAL ACTION.

To Organizations of Labor in Special Congressional Districts, Greetings:

The following congressmen are the responsible members of the judiciary committee: Volstead, 7th district of Minnesota; Graham, 2d district of Pennsylvania; Dyer, 12th district of Missouri; Boies, 11th district of Iowa; Christopherson, 1st district of South Dakota; Yates, congressman-at-large from Illinois; Goodykoontz, 5th district of West Virginia; Chandler, 19th district of New York; Michener, 2d district of Michigan; Hickey, 13th district of Indiana.

These men are parties to an outrageous proceeding in congress which should not be tolerated by the voters in their districts.

The facts concerning them are being sent you so you may rally your associates and friends of good government in time to defeat them for re-election.

On September 11 Oscar Keller, Republican congressman of St. Paul, Minn., responded to the aroused indignation of the American people and presented charges of impeachment against Harry Daugherty, attorney general of the United States.

For months the conduct of Daugherty has been a national scandal. Keller charged him with (1) protecting war grafters from prosecution; (2) refusal to proceed against profiteering combinations under the anti-trust laws; (3) recommending unjustifiable pardon for a rich criminal convicted under the white slave act; (4) blocking prosecution of corporations criminally indicted under the anti-trust laws; (5) permitting the Chicago meat packers to monopolize the wholesale grocery business and thereby increase the cost of living; (6) for using public funds of his office illegally and without warrant; (7) for arbitrary, oppressive, unjust, illegal and unbecoming conduct as a high government official; (8) for violating the bill of rights of the United States Constitution and threatening with punishment law-abiding citizens—who are working people—for questioning and daring to oppose his contempt of the constitution and the laws of our nation.

When Keller impeached Daugherty he asked for ten minutes to address the house. Stand-pat enemies of the people denied him this right. His charges were referred to the judiciary committee, which is better known as "The Morgue."

Keller had to fight the committee for a

hearing. He was allowed to appear for a few moments on September 16. He asked for an additional hearing on September 21. The committee ordered him to be ready on September 19, because they claimed "it would be unfair to the attorney general to keep the question open so long as September 21." On September 17 Keller engaged the legal services of Samuel Untermyer of New York, and it became known that Frank Walsh of Kansas City would be his associate counsel.

Then the judiciary committee became panic-stricken and showed its true "jackal" nature. On September 18, without further consultation with Keller, they drew up a childish manifesto postponing the hearings until December, on the excuse "that Daugherty could not absent himself from the injunction hearings at Chicago," where he was persecuting railroad shopmen for daring to strike to make the railroads and the Railroad Labor Board observe the laws of the United States and to maintain for their families a decent standard of living.

Never in our history as a nation have congressmen shown such craven conduct. In their desperation they made fools of themselves.

They knew what would happen to Daugherty when Untermyer and Walsh went after him. They tried to save the unworthy, incompetent attorney general by running away from their job and their duty.

The political future of the member of the committee from your district is now in your hands. You have honored him in the past and he has brought discredit upon you as well as on himself.

Surely this is not the type of person you want to let come to congress from your district.

As a rule congressmen put on a bold front and appear to be brave.

When politicians desert their friends or scamper from their duty they usually find some way to show a pretense of being right. Not so, however, with your congressman—he just ran off the job. What he did will hang like an everlasting blot on him and your district until you defeat him and warn him to never again aspire for your support. Defeat him so badly that he will be ashamed to come back to complete his term. Fraternally yours, William H. Johnston, Chairman; Frederic C. Howe, Secretary.

WHAT'S A KING, ANYHOW?

The papers say that the English court smashed all precedents when it allowed Judge Taft to sit down in the presence of King George.

They don't seem to realize over there the supreme importance of a supreme judge.

Don't they know yet that a supreme judge in the good old U. S. A. has more power than their measly House of Commons, House of Lords, Cabinet, Prime Minister and King combined?

What's a king, anyhow? Can he make

laws? Or say what the law is? Or tell the chosen servants of the sovereign "peepul" to soak their heads and quit pestering him with their unconstitutional doings?

Next time one of our supreme judges eats in Buckingham Palace, we want the king

to stand behind his chair, wait on him and say "Thank you" when he gives him a tip.

The very idea of letting a mere king sit down with a supreme judge of this great democracy! Why, it's like matching a hole in a Swiss cheese with a cake of ripe limburger!—The Illinois Miner.

THE EYES OF SCHOOL CHILDREN.

From the Eyesight Conservation Council of America.

A prominent educator in addressing the Eyesight Conservation Council stated:

"The conservation of eyesight with the school children is a necessity. Accuracy of vision has a vital relationship to integrity or obliquity, not only in the field of vision, but in the moral field. Of the 24,000,000 school children in the United States not more than a third receive reasonably adequate tests of vision, and not more than a third of those who are tested have these defects of vision adequately and properly corrected. It is impossible to measure the loss that this neglect causes to the individual, to the community, to the nation as a whole. What economic loss, how much loss to science, to art, to invention, to literature; how much loss in the way of preventable illness, misery and physical disability, dependency, occurs through the neglect of the human vision! The defects of vision in children represent one of the most hopeful divisions of physical defects which the children present us. A large per cent can be effectively corrected with less expense and less difficulty than perhaps is true of any other defect. It is necessary to impress the school teachers with the importance of eye care and of regard for the way in which their pupils are using their eyes. The schools of this country are going slowly. They need help. The rapid development of interest, in range, and intensity, of educators, of school officials, of superintendents, principals and teachers over this land is im-

pressive. They can't do it all, they can do relatively little. When it comes to the whole problem of a national program they must be helped. On the outside a good deal of vigorous, enthusiastic and sane publicity and education, to awaken people to an appreciation of the facts and value of the eyes of the children is needed. The mass of the parents in this country have little appreciation of the importance of the needs of the children and of what should be done for them. This problem will never be solved until all are willing to enthusiastically and unselfishly co-operate. The community, the school, the state and the nation can do nothing less than that."

The parent who neglects the eyes of the child is neglecting a plain duty.

It is safe to assume that 80 per cent of the so-called "backward" or "dull" children have defective vision.

Both good taste, good judgment and a regard for the eyes will tell anyone that low lights are appropriate. Nothing gives a room such a garish, harsh and bare appearance as a bright, high light. It is injurious to the eyes and inartistic as well, so if you would have a room look tasteful and homelike, and if you have any desire to prolong your sight, use well shaded lamps. Remember that it will save the children's eyes, also. Possibly not enough people consider that too much light as well as too little can be responsible for premature eye treatment and the use of glasses.

Compilation of Labor News

By International Labor News Service.

PUBLIC IS NOW PAYING FOR ANTI-UNION PLOT.

Washington, Oct. 14.—Railroad congestion throughout the country is the best indication of the cost of an anti-union policy by the rail executives and their supporters.

The freight congestion has reached the point where government officials are cautiously hinting that present conditions would be averted if the railroads accepted the president's first offer.

That offer provided that strikers would return to their former positions and all other questions be referred to the railroad labor board. The shop men accepted this offer when the president said he would "swing the big stick" over the rail execu-

tives if it was necessary to have them accept. The rail executives refused to accept and the "big stick" was swung at labor, instead, in the form of an offer that they leave all questions to the labor board. Later this was followed by the administration's injunction.

It is now stated that the question of seniority has not been a serious bar to understandings between the shop men and rail executives. The shop men have continuously held that seniority was a "red herring" used by railroad executives and their backers to confuse the issue. The shop men knew that if grievances were adjusted the railroad officials would quickly find a way

to dispose of strikebreakers and reinstate their competent men.

The "red herring," however, was seized upon by statemen, editors and other individuals whose ignorance of the question was only equalled by their vehemence.

The question of seniority is answered by the condition of rolling stock. Minor railroad officials responsible for the condition of this rolling stock know that it has been

wrecked by the strikebreakers, even though railroad financiers, Wall street brokers and the garden variety of "statesmen" declare that the strikebreaker must be retained.

These minor officials, however, will have their way. On railroads that have reached an agreement with the shop men, strikebreakers are being quietly dropped, while the "best minds," who shouted for the strikebreaker will pass on to their next anti-union hobby.

BIG BIZ IS CLEVER IN LULLING PUBLIC.

New York, Oct. 14.—The cleverness of big business is shown by the way the New York state chamber of commerce would "put over" the European passport system under which no one can leave or enter a community without the consent of local authorities.

Ostensibly the finger-printing of every person in the United States is favored on the ground that this would check crime and prevent colonization of voters at election time.

The real purpose of the scheme is indicated by the statement that with the general finger-printing system in effect it would be possible for the local authorities "during such periods as may be deemed expedient" to require all persons to carry cards of identification.

IS "CHECK-OFF" LEGAL WHEN R. R. APPLIES IT?

Denver, Oct. 14.—The Union Pacific railroad has a company "union" and it's built on the "closed shop" idea that every "open shopper" loves.

Before a man can secure employment in the U. P. shops he must agree that the company "union" will represent him in wages and working conditions, now and hereafter, and that he will abide by whatever understandings the "union" and the railroad agree to.

The worker further agrees that he will belong to no other labor organization and if he does he shall be considered as resigning from the company's employ.

Then the company applies the "check-off,"

The cleverness is shown in the manner in which the scheme is to be fastened on the country. The chamber of commerce, of course, is only interested in a greater control over workers, but to avoid this charge the committee recommends that at first the fingerprinting be not made mandatory. Instead, it is suggested that all concerns that compel their employees to be finger-printed be given lower burglary insurance rates than employers who do not demand that their workers be finger-printed.

This would be a powerful lever on employers to establish the scheme without any law. With the workers all finger-printed the chamber of commerce would forget about finger-printing the rest of the population.

by having him "request, authorize and direct the company" to deduct quarterly, in advance, 75 cents or 50 cents a month dues for the company "union." The higher rate will be deducted if the worker receives 55 cents an hour or over.

The railroad executives who organized this company "union" insist that men should be privileged to join or refuse to join trade unions, but they themselves have organized a "union" which all must join and pay dues before they can secure work.

While these workers would have a voice in a regular trade union, everything is arranged for them in the company "union," and they are not called upon to even think.

Smiles

PERSONAL LIBERTY.

A Hyde Park orator, returning home flushed with his efforts, and also from certain spirituous causes, found a mild curate seated opposite in the tram-car. "It may interest you to know," he said truculently, "that I don't believe in the existence of a 'heaven.'"

The curate merely nodded and went on reading his newspaper.

"You don't quite realize what I'm trying to make clear. I want you to understand that I don't believe for a single, solitary moment that such a place as 'heaven exists.'"

"All right, all right," answered the curate

pleasantly, "go to hell, only don't make quite so much fuss about it."—Tattler.

"Do you consider the horseshoe an emblem of luck?"

"Can't say I do. I stepped on one, stuck a nail in my foot, and took lockjaw. The doctor had to knock out four of my teeth to feed me. I swallowed one, it caused appendicitis. The surgeon sewed me up with his tool kit inside. Now he's going to sue me because I refuse to allow him to recover it. Also I was acquainted with a man who had his skull crushed with a horseshoe at-

tached to the business end of a Missouri mule. Can't say they're lucky."—Ex.

MUDDLED OR NEVER.

A recent experience of a Virginia clergyman throws light on the old English law requiring that marriages should be celebrated before noon. A colored couple appeared before him asking to be married, the man in a considerably muddled state.

The minister said to the woman: "I won't perform this ceremony."

"Why is dat, boss?" she queried. "Ain't de licenses all right? An' we is age."

"Yes. But this man is drunk. Take him away and come again."

Several days later the couple again presented themselves, the man once more obviously intoxicated.

"See here, I told you I wouldn't marry you when this man was drunk," the minister

said testily. "Don't you come back here till he's sober."

"Well, you see, suh," the woman replied apologetically, "de trufe is dat he won't come less'n he's lit up."

CAN'T FOOL 'EM.

Two colored gentlemen were engaged in conversation when one of them became very much annoyed by the persistent attention of a large fly.

"Sam, whut kin' a fly am dis?"

"Dat am a hoss-fly."

"Whut am a hoss-fly?"

"A hoss-fly am a fly whut buzzes 'round cows 'n hosses 'n jackasses——"

"You ain' makin' out for to call me no jackass?"

"No, I ain' makin' out for to call you no jackass, but you cain't fool dem hoss-flies." —Forbes Magazine (N. Y.).

Poetical Selections

HE WHO SERVES.

He has not served who gathers gold;
Nor has he served, whose life is told
In selfish battles he has won;
Or deed of skill that he has done.
But he has served who now and then
Has helped along his fellow men.

The world needs many men today—
Red-blooded men along life's way;
With cheerful smiles and helping hand
And with the fair that understands
The beauty of the simple deed
Which serves another's hour of need.

Strong men to stand beside the weak,
Kind men to hear what others speak;
True men to keep our country's laws
And guard its honor and its cause;
Men who will bravely play life's game,
Nor ask rewards of gold or fame.

Teach me to do the best I can
To help and cheer our fellow man;
Teach me to lose my selfish need
And glory in the larger deed
Which smooths the road and lights the day,
For all who chance to come my way.

—Edgar A. Guest.

A REGULAR PRAYER.

Lord, let me live like a Regular Man,
With Regular friends and true;
Let me play the game on a Regular plan
And play that way all through;
Let me win or lose with a Regular smile
And never be known to whine;
For that is a "Regular Fellow's" style,
And I want to make it mine!

Oh, give me a Regular chance in life,
The same as the rest, I pray,
And give me a Regular girl for wife
To help me along the way;
Let us know the lot of humanity,
Regular woes and joys,
And raise a Regular family
Of Regular girls and boys!

Let me live to a Regular good old age,
With Regular snow-white hair,
Having done my labor and earned my wage,
And played my game for fair;
And so at last, when the people scan
My face on its peaceful bier,
They'll say, "Well, he was a Regular Man!"
And drop a Regular tear!

—Author Unknown.

Lodge Notices

Lost Book and Receipts—O'Donaghy.

Bro. Clarence O'Donaghy, Reg. No. 171020, lost his book and receipts Friday, October 13, at Syracuse, N. Y. Anyone finding same please notify F. L. Tyler, Jr., S. L. 163.

Whalen and O'Brien—Lodge 163.

Any Secretary receiving cards of Bros.

James Whalen, Reg. No. 137490, and Patrick J. O'Brien, Reg. No. 110060, will hold same and communicate with D. J. McGuinness, S. L. 163, to whom they owe money.

Hewitt—Lodge No. 20.

Anyone knowing the whereabouts of B. F. Hewitt, Reg. No. 14959, will please com-

municate with the undersigned as I have a message of vital importance for him. E. S. Ryan, S., L. 20.

Nagelsman-Saner.

L. P. Nagelsman, Boiler Maker, will please write to your old time friend, W. L. Saner, Pt Castilla, S. Honduras, Central America.

Lost Book and Receipts—Perry.

Bro. V. E. Perry, Reg. No. 87067, while on a visit at Sedalia, Mo., last month lost his receipt book and four receipts for the following months, May, June, July and August, 1922. Anyone finding same please notify S. E. Conkle, F. S., L. 656.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.

Jackson—Lodge 723.

F. L. Jackson, Reg. No. 100393, changed the date on his service letter and secured a pass from Los Angeles, Calif., to Tucson, Ariz., through the efforts of our Chairman. After checking up on the letter and finding it out of date, Local 723 had to pay the S. P. \$25.00 for transportation.—W. F. Beardon, S., L. 723. June Journal.

Platt—Lodge 235.

Any Secretary taking up the card of Brother W. W. Platt, Reg. No. 14744, please hold same and correspond with the Secretary of Local 235, as this brother obtained a pass from here to Atlanta, Ga., under false pretense.—S. V. McDonald, S., L. 235. June Journal.

Black—Lodge 566.

Ed. Black, Reg. No. 417099, owes borrowed money amounting to \$15.00 to E. Brown. Any Secretary taking up his card will please hold same until this debt, contracted Sept., 1920, is paid.—Thos. M. McCabe, S., L. 566. July Journal.

Green—Lodge 663.

Any Secretary taking up the card of Albert Green, Reg. No. 39371, will please hold same until he pays a board bill of \$10.00.—W. Stett, C. S., L. 663. July Journal.

Sill—Lodge 90.

Bro. C. E. Sill, Reg. No. 279068, boiler maker and suspended member of Lodge 90, owes a note at the State Bank of Sugar Creek, Mo., for \$100. This note is past due, and was endorsed by Bro. J. O. Brooks and Lon Keeton. Anyone knowing the whereabouts of these men please correspond with C. G. McCoy, Secretary, Lodge 90. August Journal.

Johnson—Lodge 66.

Any Secretary taking up the card of Bro. F. T. Johnson, Reg. No. 105211, please hold same and correspond with the undersigned. This brother left Crane, Mo., the first part of May, deserting his wife and baby. By order of Lodge 66, F. M. Seaton, Secretary, Lodge 66. September Journal.

Harnett—Lodge 582.

Any Secretary taking up the C. C. of Bro. J. P. Harnett, Reg. No. 52589, please hold same and correspond with the Secretary of Lodge 582, as this brother left here owing Bro. Ben L. Cambre the amount of \$11.75, which Bro. Cambre signed his note for. W. L. Curtis, Secretary. September Journal.

Kelly, Et Als—Lodge 16.

Any Secretary taking up the cards of Thomas Kelly, Reg. No. 33370, George Webb, Reg. No. 359023, and John McGee, Reg. No. 290686, will please hold same and correspond with Lodge 16, as these brothers borrowed various amounts from lodge and failed to pay same back. September Journal.

Cowles—Lodge 116.

Anyone knowing the whereabouts of L. C. Cowles, Reg. No. 250569, please communicate with Secretary of Lodge 116, for he left here owing a bill of \$20.80. Last heard of he was working in Austin, Minn., L. 650, but left there without taking clearance card. Louis Lindsay, C. S., L. 116. October Journal.

Pandoff—Lodge 111.

Bro. Geo. Pandoff, Reg. No. 408787 left here August 1st owing Lodge 111 \$58.00 and some money around town, and deserting wife and baby, who are destitute, without applying for clearance card. Anyone knowing of his whereabouts please notify E. R. Gailligan, S., L. 111. October Journal.

Stockholder: "You certainly have a nice bunch of stenographers. Where do you find them?"

Stock Broker: "I usually find them in the corner arranging their hair."



High Ball!

Never start a run without *Murine*. Use it often to Protect your Eyes against the Hurtful Effects of Cinders, Coal Gas, Dust and Wind. This Convenient Lotion Soothes, Cleanses and Refreshes. Contains no Harmful Ingredients. Sold by Druggists Everywhere.

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249 Campau Bldg., 431 Griswold St., Detroit, Mich.

BOILERMAKERS JOURNAL FASHION ARTICLE.

As the days grow shorter, skirts grow longer, for even morning costumes reach almost to the ankles, and gowns for afternoon and evening are still longer.

Many new models show the waistline low, but there are some dresses showing the waistline at normal all around, and others raised to that point at one side, producing a diagonal waistline.

The side draped frock will probably continue to share popularity with the straight one-piece dress.

Some of these models are beltless, having a plain bodice joined to the skirt under a fold of the fabric.

With the draped skirt sashes and ribbons are not required.

A new version of the one-piece style has the skirt sections in shaped outline, and the wide sleeve set in a deep armseye, and slashed to show a peasant sleeve beneath.

Another equally pleasing but plainer style, is smart with patch pockets and side plaits at the seams.

A youthful and becoming model shows a long blouse waist with surplice closing and shawl reverse.

The skirt simulates the "wrap style," and is finished with plaits at the closing.

The new draped styles are not confined to "grown-up" fashions. Pretty cascade effects are seen on dresses for girls. As are also apron tunics and side drapes.

The soft and pliant materials now in fashion lend themselves well to the lines of draperies.

Full skirts and fitted waists are not entirely new, but have heretofore been confined to fashions for young figures and for dresses for formal and evening wear.

The coming months, however, will bring out these lines with various changes and modifications, that will make them more acceptable for general wear.

Circular skirt lines are in evidence. Circular front sections and godets give increased fullness and width to the skirts.

One noticeable point of the new styles is the unusual large quantity of material that is required.

There is a tendency to place the largest amount of material in front and keep the back plain.

4150. Girls' Dress—Cut in 4 sizes: 4, 6, 8 and 10 years. A 5 year size requires $3\frac{1}{2}$ yards of 32 inch material. Price, 12c.

3862. Child's Romper—Cut in 4 sizes: 1, 2, 3 and 4 years. A 2 year size requires $3\frac{1}{4}$ yards of 27 inch material. Price, 12c.

4160. Ladies' Dress—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires $4\frac{1}{4}$ yards of 40 inch material. The width of the skirt with plaits extended is $2\frac{1}{2}$ yards. Price, 12c.

4135-4113. Ladies' Costume—Waist 4135 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 4113 cut in 7 sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure. The width at the foot is $2\frac{1}{4}$ yards. To make this costume for a medium size requires $6\frac{1}{4}$ yards of 32 inch material. TWO separate patterns, 12c FOR EACH pattern.

4153. Girls' Dress—Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size requires $4\frac{1}{2}$ yards of 32 inch material. Price, 12c.

4102. Girls' Coat—Cut in 5 sizes: 6, 8, 10, 12, and 14 years. A 10 year size requires 4 yards of 44 inch material. Price, 12c.

3866. Misses' Dress—Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires $4\frac{1}{4}$ yards of 38 inch material. The width at the foot is 2 yards. Price, 12c.

4162. Ladies House Dress—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires $6\frac{1}{4}$ yards of 32 inch material. The width at the foot is $2\frac{1}{4}$ yards. Price, 12c.

Catalogue Notice.

Send all orders for patterns and catalogue direct to the Beauty Pattern Company, Dept. B. J., 7057 Jeffrey Avenue, Chicago, Ill. Be sure to give number and bust measure for ladies' patterns and number and age for children's patterns.

Where two numbers appear on one plate two patterns are illustrated and 12c should be forwarded for each. Ten days should be allowed for delivery of patterns.

Send 12c in silver or stamps for our Up-to-Date Fall & Winter 1922-23 Book of Fashions.



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RAILROAD INCOME STAGGERING.

By Levi Stevens Lewis.

After having given pretty close study to "the transportation problem" extending over a period of more than 40 years, I am convinced that the clear net profits of the railroads of the United States "as a system" is considerably in excess of twenty-five billion dollars every period of 12 months.

About 260,000 miles of line are in operation.

The daily income from passenger traffic only is not less than \$32,984,000.

Passenger income in 365 days..	\$12,000,000,000
Freight income in 365 days..	39,240,000,000
Mail income	784,800,000
Express income	1,569,600,000
All other transportation income	2,354,400,000

Total transportation income for 12 months.....	\$55,948,800,000
Cost of transportation 50% of income	27,974,400,000
Net profit for 12 months....	27,974,400,000

For the present we will leave the prodigious sum of non-operating income entirely out of the calculation not because it is inconsiderable (as a matter of fact it is enormous) but there is no reliable data that indicates even approximately, how much it is, and further, for present purposes it is unnecessary to know.

As the annual reports of the Interstate Commerce Commission indicates the yearly passenger income of all lines in the United States has never in any one year been as much as one-tenth of \$12,000,000,000, on what ground than can the claim that it is really not less than \$12,000,000,000 a year be based? On the indisputable ground that official railway reports in general are invariably made "notoriously incorrect" and therefore that "no reliance whatever" can be placed on such reports for practical purposes. See Senate document Number 35, (N. Y.) 1855. A non-partisan, non-official "fact finding commission" such as recom-

mended by The Guaranty Trust Company, of New York some few years ago, will have no difficulty in finding the fact that the passenger income is not less than \$12,000,000,000 a year.

On what basis of fact then does the statement that the annual freight revenue is not less than \$39,240,000,000 rest? The freight traffic during the four calendar years (1916-1919) the latest complete reports accessible to the public, is precisely 327.28 per cent of the passenger traffic income according to the reports of the Interstate Commerce Commission. Three hundred and twenty-seven per cent of \$12,000,000,000 is \$39,240,000,000.

And the other sources of revenue—how are these figures computed? By the same rule. The mail income during the four-year period (1916-1919) is about two per cent of the freight income; the express income about four per cent, and all other transportation income about six per cent. On this basis of computation the above figures will be found correct. Thus the combined income from mail, express and some 26 other sources of revenue, including the income from dining car service, sleeping car service, storage of freight, storage of baggage, demurrage, excess baggage, etc., all combined, is about 12 per cent of the freight income.

Can any other corroborative evidence be cited indicating such excessive profiteering? Yes. Equally startling evidence results from other and altogether different methods of test.

Now, what's the significance?

If the gross income of American railways is 55 billion dollars in twelve months, and the net profit half that sum, what's the practical signification?

It signifies that it costs the American people \$500 per capita every year to trans-

port their persons and products; \$2,500 per family every year.

It means that approximately the entire yearly wages of all classes of American wage earners goes as relentlessly as house rent to those who think that by owning the great public highways of the United States, that they own also, per force, all the people of the United States.

It means also, that the aggregate clear net profits realized from the transportation of the persons and products of the American people is something in excess of 150 per cent per annum of all the stocks and bonds outstanding of all the railway corporations operating in all the territory of the United States.

It also means that thousands and hundreds of thousands of stockholders are defrauded of thousands of millions of income that rightfully belongs to them according to all legal and customary usages of society.

And, meaning all this, it also means, very obviously, that it is idle to hope for peace until this gross intolerable injustice is recognized and remedied.

But the carriers do not admit any such enormous profits. Certainly not. The carriers do not admit any profit whatever. They always plead poverty. They continually insist that the railroads are all going in the hands of receivers. And they are. But beware of the receivers. By consent of and by connivance of "the wealthy criminal classes" the railways of the United States are being "forced in the hands of receivers."

The carriers are even now, on the pretext of saving themselves from bankruptcy, calling for a thousand millions of "new money." Presuming on public ignorance; knowing that official reports at best are neither clear or convincing; intentionally made complex and confusing; knowing that such reports are studied only little, if at all, they ignore them, albeit they are compiled from their own sworn statements and show profits exceeding three million dollars a day; approximately four millions, they depend more on the pamphlets of misinformation with which the shelves of public libraries are filled to overflowing, while they

call for and receive "advances" of millions from the treasury of the United States as "compensation for operating losses."

"Colonel" James A. McCrea, of the Pennsylvania lines, speaking before the Pittsburgh Chamber of Commerce, March 15, 1922, declared that "for ten years, or even more, the railroads of this country have been systematically starved as to their revenues, restricted as to their expenses, and the management of their properties taken out of the hands of the responsible managing officers." Frank A. Munsey, proprietor of the New York Herald, was singing the same song prior to the war. Mr. Munsey said: (See *Munsey's Magazine* for April, 1914,) "by starving the railroads we starve with them."

Consistent with this same systematic course of misinformation, Senator Kellogg, of Minnesota, declares on the floor of the Senate of the United States, that the operating expenses of the railroads, plus the interest on the bonds, are "sixty millions a year" greater than the operating income.

Surely, The Guaranty Trust Company of New York, has suggested the proper remedy for the general ignorance of the subject (due to misinformation) which prevails. We quote: "The keynote of the hour is national unity. In unity of interest and spirit the railroad situation must be approached by representatives of all classes and sections in order that this fundamental economic problem in which the prosperity of all is involved, may be settled along right lines in fairness to all for the common good."

We quote further from the same booklet. "In the various problems affecting the railroads of the United States today (and always) the whole business organism of the country—industrial, commercial, and financial—is involved, and an understanding of these problems on the part of the general public obviously essential to their proper solution. Transportation enters into the life of all. The wheat fields of the far west answer the daily prayer for bread in the cities of the east, while every phase of national life is dependent in some life is dependent in some degree on transportation."

OTHER MOVEMENTS—TRANSITORY; FRUITLESS; DISRUPTIVE.

By J. W. Sullivan, in *American Federationist*.

In the life struggle the majority are today handicapped. Their heritage in the world's wealth has been nil or scant; their youthful play years have been short; their education has been limited by lack of means; their apprenticeship engagements have usually been hap-hazard; their getting work or keeping at work hangs on the consent of other men; their pressing need for work tempts them to compete cruelly with fellow-workers; their pursuit of happiness—which means obeying the instincts and as-

pirations of human beings—is balked by privation and by deteriorative living and working conditions largely traceable to injustices in the social organization.

The majority thus face in common a foremost problem: How lighten their handicap?

The handicap is complex. The weight borne by each individual is not of a single piece. The lesser component parts of the burden are in numerous varieties. But certain of the heaviest weights are of the same

general character. The heaviest of all is felt when selling one's labor for a wage. The fact that the masses are mostly wage-workers is indicative of an inclusive similitude in economic situation and suggestive of the possibilities in unity of action. An indisputable and invariable economic proposition is that in every category of wage-workers continuous unrestricted competition for work tends to depress wages and working conditions to the last level endured by the most necessitous. Contrariwise, in any category of wage-workers an effective combination may bring wages up to the highest level that production can maintain. On these two basic repeatedly demonstrated facts is built the first and principal count in the case for trade unionism. The unions' many sequential and collateral benefits have their primordial source in the agreement of the wage-workers to get together and control the supply of their labor collectively. The feasibility and advantage of a general unity of labor follows logically from the premises established by a single trade union.

For more than fifty years the trade union movement of this continent has been pressing upon the wage-workers its specific plan for immediately profitable combination. It is thirty to forty years since it succeeded in convincing even a large proportion of unskilled labor as to the direct success of its methods. Within the last two decades, in attracting to its support professional salaried workers, once deemed irrevocably averse to recognizing their essential economic classification with manual labor, the movement has firmly established its universality for the wage-working mass in the nation. Through union, labor throws off its most vexatious handicap.

Father Time is supreme judge of socioeconomic movements. All cases, big and little, go up to his court. He cannot be evaded or deceived. He eventually exposes the deficiencies of parties, political or other—their unsound principles, their incongruous aims, their impractical proposals, their faults in organization. His judgments end profitable discussion; his verdicts become history. As to working class movements, his most important pronouncement to this day is that the American Federation of Labor more than any other is valid, vitalizing, fructifying, encouraging in immediate results and promising with respect to future developments as no other labor movement has ever been.

The Federation, born of necessity and disciplined in adversity, has acquired a many-sided wisdom through the vicissitudes of experience. Its plain organic principles have been kept clearly in sight from the beginning, its plan of organization had already been tested in its formative constituent parts; it followed in its evolution methods

already tentatively established; it promoted affiliation instead of absorption, federation in preference to amalgamation, alliance in opposition to fusion of dissimilar entities. It learned its limits of safety—in putting forth economic claims, in taking up issues, in contracting connections, in conserving a cohesive homogeneous membership—in order to retain its strength with the millions. The court of Time has adjudged its methods true, its operations efficient, its objects attainable, its reach long, its satisfactions reasonable, and its co-ordinated system adaptable to the genius of the American working masses and to each of their progressive developmental stages. Whatever may be the future demands for an expansible instrumentation in furthering social progress, with the workers equitable gainers, the Federation stands as a solid rock foundation for the perfected mechanism. These are the points necessary to be recognized and kept in mind in reviewing the movements promoted from time to time by which the Federation was to be undone or supplanted or rendered unnecessary.

Space limits do not here allow detailing even the principal events making up the story of the political and economic movements bidding for working-class support against the Federation during its existence. If that story were presented merely as a detached statement of fact, it would lose the significance of comparison between the many failures of rivals and the conspicuous and continuous success maintained by the Federation. The reader must necessarily have in mind the root principles of true trade unionism if he would appreciate the reasons of its triumphant persistence as well as the major causes of the subsidence into admonitory desuetude of, with a single exception, all its contemporary, if not in every case, antagonistic movements.

A bare list of the political ventures in the United States calling for the votes of the masses is declarative of woeful waste of effort. The national political parties characterized by their opponents as radical and regarded by their adherents as bearing high promise to the toiling majority include the following: The National (in the 1860s); the Greenback (vote for President 1876) the Greenback-Labor (1880-1884), the Prohibition (1884-1920), the Union Labor (1888), the United Labor (1888), the People's or Populist (1892-1908), the Socialist-Labor (1892-1916), the Social Democratic (1900), the Socialist (1904-1920), the Progressive (1912), the Farmer-Labor (1920). Besides, in various states and municipalities local labor or radical parties have had a short term of fevered life, with occasional evanescent successes in capturing unimportant offices. For the Socialists, of whatever name, to obtain in a national election one vote in fifteen, or in the later woman's franchise day one in thirty, has been high

water mark. Their party, shifty in title and unstable in program, is the sole survivor in the foregoing list, though every one of the parties named was designed by its originators and expected by its supporters speedily to accomplish results for the masses far outstripping all possible benefits from the trade union movement. Each in its day attracted in the rush of its intermingled elements much working-class enthusiasm, self-sacrifice and costly exertion, which history shows might have been more profitably devoted to the cause of trade unionism. The Socialist voters, as a tangible fruition from their incessant hectic campaigning, made a ludicrous minority showing in the election tables one day in the year; the American Federation of Labor, through its immediately purposeful processes, obtains substantial rewards for its members every day in the year. Nine-tenths of the voting Socialists exhibit the flimsiness of their professed revolutionary integrity by regularly defaulting on their petty party dues; ten-tenths of the trade unionists prove their corporative faith by paying considerable dues monthly and generous assessments whenever necessary.

The Noble Order of the Knights of Labor (1869) stands apart from all other American labor movements—in soaring conception, marvelous growth, a profound though fleeting national influence, a quickening instructiveness to the masses and bold projects for their speedy emancipation. It flourished in the era of grandiose official titles, ceremonial initiations, verbose rubrics, and cognate secret society flummeries. It taught unbounded faith in a conglomerate aggregation of the discontented and the idealistic, to be obedient as voters, strikers and co-operators to a directive centralized authority. Its planks assembled indiscriminately watchwords, teachings, purposes and methods mostly derived from various preceding movements at home and abroad. It profited by timeliness of appeal to the masses during the first enveloping wave of social unrest in America. It went down in competition with the growing American Federation of Labor.

The so-called labor unions—extremist, spurious, secessionist, industrial, miscellaneous—which have sprung into existence in opposition to the American Federation of Labor, have had in common these characteristics; reckless leadership; a mushroom growth; the general strike delusion; sanguine hope of immediate sweeping victory; inglorious collapse.

The American Railway Union (1895) which was to ignore the customary occupational classification of railway workers, brought to them not fusion but confusion, to their employers not profits but losses, and to their country not order but disorder. Conceived by a perverted ambition, its one desperate strike intentionally bordering on

social revolt, went down in disaster. Its lesson to the railroad workers of the country, where needed, was lasting. It contributed nothing to the science of mass organization except a warning, nothing to the name of unionism except a temporarily damaged reputation, nothing to the welfare of its misled membership except fear of its outrageous tactics ever being repeated.

The Western Labor Union (1898) in its inception having apparently some reason for its formation, had its full trial with its own leaders and membership as judges and jurymen, and in the end pronounced its own adverse verdict on its act of secession and its obvious shortcomings. Sectionalism, last resort methods in continual play, constant interruption of industry obedience to the erratic strategy of a revolutionary generalship, its hard-working members learned, do not pay. To trace the conception of separation from the international movement as brought out in this union with its consequent campaigns and barren results from isolated fighting, would of itself require a chapter in this history.

The Industrial Workers of the World (1905) was largely a human flea movement. Its dictatorial agitators never had behind them anywhere a substantial organization. It depended for its effects upon irresponsible ubiquitous leaders, mob haranguing, lightning strikes, sensational newspaper publicity terrorism of timid laborers and desperate appeals to the dregs of the population. These prebolshevist methods caught for a passing season in a few communities the weak elements unequal to the obligations of maintaining a legitimate branch of the true labor movement. When finally the characterless adventurers who formed its cabinet of demagoguery were obliged to testify to a government commission as to its numbers, purposes, tactics, and procedures, the I. W. W. gained the contempt of every grade of society down to the meanest.

The One Big Union (1918) having its major development in the far northwest mainly in Canada, was a remote offshoot of a foreign academic philosophy, itself the artificial product of the teachings of non-wage-working theorists. The idea is crude; it can not outlast the analysis showing the difference between indefinite general similarity and absolute concrete identity in the interests and occupational customs of diverse classifications of wage-workers. The better placed will not merge communistically with the worst off; the distinctions of groups reach instructions, rules, wages, traditions, and systems. The real trade union movement illustrates the paradox of essential mass unity as the outcome of clearly recognized and freely exercised group diversity. The One Big Union, benefiting through the extravagances of circus methods in advertising and boundless claims

of irresistibility, had its day as a sensational topic. In 1920, when its inner-ring spokesmen were claiming faithful followers in hosts the fact transpired that the paid-up membership was no more than 5,000. In 1921, the Canadian trade union representatives were able to report to the American Federation of Labor convention that the One Big Union had practically ceased to exist.

Toward these ill-judged minor but hurtful movements the usual sentiment within the great and genuine movements is regret that anywhere working people can yet be found so woefully deficient in the knowledge of the principles of true unionism. Invariably, from their beginnings, these mushroom movements are doomed, through their faults of intention and organization, to dissension, disruption and destruction. With the passing of time, less and less excuse exists for anything of their nature being brought into existence.

What counts for success in the great American labor movement is direct and unflinching practicality. It is designedly con-

fined in its operations to matter-of-fact territory. It proceeds in safe steps from accomplishment to accomplishment as necessity develops naturally one task after another. It takes no leap in the dark.

Impatient resentment at social wrongs may prompt wild desire for the abolition of plutocracy; the unbridled imagination may form theories for a radical transformation of society; communism may proclaim world happiness through abolition of the inequitable wage system; pretentious intellectualism may annually breed its palliatives; professional peacemakers may be prolific in their applicable generalities deduced from the golden rule; political parties may promise prosperity to the workers through changes in national policies—but the importunate callings of these inharmonious voices bring to the wage-worker only dubious tangibilities. The trade union movement meantime brings notably beneficial individual and class results. Its progress, like that of modern science—of which it is a ramification—is unceasing, inevitable, self-creatively forward.

U. S. FALLS DOWN IN SHIPBUILDING

World-Wide Decline Hits This Country the Hardest.

A world-wide slump in shipbuilding, with the United States showing by far the greatest loss, is disclosed in figures compiled by Lloyd's Register at New York. With reference to this country, the Register shows that:

1. Counting only ships on which work actually is in progress, the United States is led by England, France, and Holland, with Japan and the British dominions close on the heels of this country.

2. The United States is now building only 6 per cent of the world's tonnage; England is building 60 per cent, and the other maritime nations 34 per cent combined.

3. This country now has only 150,000 tons of ships in the yards; has not contracted for any new ones since July 1, and has largely suspended work on those already on the ways.

4. America's decline since the post-Armistice peak of vessel construction has been 4,036,000 tons—a goodly percentage of the decline for all the world, which aggregates only 5,346,000 tons.

5. Her shipyards are building only one-third as much tonnage as they were a year ago; Great Britain's are building one-half.

6. America is building today only 3,000 tons more of freight bottoms than she was at the outbreak of the World war in July 1914; all other nations, taking into account the wholesale suspension of building during the last three months, aggregate 919,000 tons above the pre-war construction totals; Great Britain is building 1,200,000 tons, compared with 1,750,000 she had under way in July, 1914.

Lloyd's points to these figures as "a striking indication of how the volume of shipbuilding is falling off through the scarcity of new orders to replace work being completed."

In the United States, it is shown, there have been virtually no new launchings in the three months, or no new orders. Great Britain's launchings have been nearly four times her new contracts.

The register also notes a sharp decrease in the construction of tankers throughout the world, the decline in the past quarter having been 140,000 gross tons.—Labor World.

DON'T BE A SLACKER.

If you are a working man, be a union man.

If you are union man, be a cooperative union man.

If you are a working man and not a union man, what are you?

Don't be a slacker.

Help pay for what you get, and help get what you pay for.

Help others and help yourself.

If you ride in the wagon, help grease the wheels.

Your interests are best served, first by unionism, next—cooperation.

Cooperative unionism means unity of purpose and business principles applied to unionism.

Unionism will help you realize larger compensation for your labor.

Cooperation will help you retain it.

LABOR IS PROUD OF ITS WORK

By Samuel Gompers, President of the American Federation of Labor.

The results of the election are a magnificent vindication of every contention made by the American Federation of Labor. Principles have won a wonderful victory. Every man and woman in our country who has at heart the welfare of our Republic and the progress of our people has cause for gratification and elation.

Those who try to explain away the result on partisan grounds and to deny its plain implications are deluding themselves and attempting to delude the people. But the people showed by their votes that delusion does not govern them this year.

One after another, in almost regular order, the stalwart old defenders of privilege, greed, oppression and reaction went down in defeat. Some of the place holders who have been most useful to special and reactionary interests have been thrown out of office.

The important and interesting thing is not that so many offices changed hands; it is the character of the changes that

makes the result so encouraging and so important.

The election amounts to a great verdict. Once again the people have directed that their affairs be administered in the interest of the common welfare and in accord with the freedom, the progress, the human justice guaranteed by the constitution.

This election verdict is no "melifluous phraseology." It is stern command.

Compulsory labor, injunctions, the over-riding of law and constitution, the Railroad Labor Board, the sales tax, the ship subsidy—these were the things typifying the general concept that was repudiated and condemned so forcefully and overwhelmingly on November 7.

Labor played a powerful role in the campaign and contributed mightily toward the result. Labor is proud of its work, it rejoices in the fact that truth is eternal and that justice can be had at the hands of the American electorate.

PUT NO TRUST IN INDUSTRIAL COERCION

(From an Address by U. S. Senator George Wharton Pepper.)

It is easy to make a catalogue of reasons in favor of strong-arm methods. It eases the mind of a man who wants coal in his cellar to declare vehemently in favor of compelling people to work, or, what is the same thing, of forcing them to accept specified terms and conditions of employment. It is also to some an emotional relief to picture the courts as the tribunals for ending industrial wars.

Urgency of that sort overlooks some fundamentals. The first is that in a free country we can not by governmental action compel people to work. The second is that when a strike is on, the strikers are enough in earnest to wish their strike to be effective and that means that it becomes their interest to create conditions under which their places will not be effectively filled by others. The third fact is that while under all conditions government must protect life and property, yet if we insist upon interpreting the courts to masses of citizens as mere obstacles to industrial justice we shall not only be undermining popular respect for our most important institution but we shall be straining government to the breaking point.

Those are some of the considerations which you must bear in mind in deciding whether it is longer worth while to talk about compulsory arbitration or governmental coercion either through courts or specially constituted tribunals.

Let us at least, however, be honest enough to recognize that we are floundering and let us not make frantic appeals to government and force to work the miracles which

we do not deserve. Let us put no trust in industrial coercion. Let us make no appeal to the courts beyond the barest limits of protection to life and property, and let us never make an appeal, even in those cases, a covert method of imposing upon the courts an impossible jurisdiction over all industrial happiness and welfare.

Washington, D. C.—The organized fight against tuberculosis, means much to the working man of America. Statistics show that the death rate from tuberculosis has declined most rapidly within the last fifteen years among those large occupational groups where it has been highest. This reflects favorably upon the organized activity of the National and State Tuberculosis movement in the establishment of facilities for the discovery, care and treatment of tuberculosis patients and in the education of the public on the prevention of this disease.

There are still 100,000 deaths from tuberculosis every year in this country and considerably over three-quarters of a million active cases. The need for further work is apparent.

The fifteenth annual Christmas Seal Sale to be held in December, is an opportunity and responsibility for every working man to share in this fight. I urge upon all of you to buy as many Christmas seals as you can and thus to share in this great life saving enterprise in which we all are generally interested.

SAM'L. GOMPERS.

THE BOILERMAKERS' AND IRON SHIPBUILDERS' JOURNAL.

Official Organ of the International Brotherhood of Boiler Makers, Iron Ship Builders and Helpers of America.

JAMES B. CASEY, EDITOR AND MANAGER.

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CHRISTMAS GREETING.

This being the last issue before the holidays, we embrace the opportunity of wishing all our members and their families a Merry Christmas.

The present year now drawing to a close has brought many trials and disappointments and in many respects has been a very disappointing one. During the first part of the year, millions of our people were in enforced idleness due to lack of work; and in later months more than a million members of organized labor were forced to suspend work in defense of a living wage and their right to organize and bargain collectively, and a large part of the members of the Railway Shopmen are still waging this righteous battle.

However, we have much to be thankful for, the open shop, labor crushing forces, with all their wealth resources and influence, bent upon the destruction of organized labor, has spent most of its strength in a vain effort to accomplish this task; labor stands as solid and determined today as when this campaign began. The reactionary forces in control of the government, which has been assisting this open shop campaign, has been crushingly defeated at the polls and they have been made impotent to inflict much further injury on the workers. We can look forward with hope and confidence that the progressives elected to take their places will succeed in bringing about a new order of things, and secure justice and a square deal for labor, that will open up a new era of better things for the masses. The brighter prospects for the future should prompt all to do not only their duty, but all in their power to aid those still carrying on the fight until a satisfactory settlement is reached. It should also nerve those engaged, to fight all the harder, until this result is achieved.

MORE ROADS SIGN UP SINCE LAST REPORT, MEN ON STRUCK ROADS STANDING FIRM.

According to the last reports available, about thirty more roads have made settlement with their shopmen, since our last report, making a total of 126; some of these are terminals and others short lines, but it is an indication of progress and shows if the men on the picket lines will hold fast, a settlement will come to them too, a little later on. There is no real reason why every one of the roads should not have settled before this, if they had any consideration for the public welfare, which they were screaming so much about a while back, or any disposition to settle, in an honest and fair way, the problems and differences between them and their em-

ployees. However, those responsible for the policies of the railroads have been sucking public pap so long they have lost all energy or desire to seek to place the roads on an efficient business basis, and operate them on a basis of service and efficiency first, profits afterwards, instead of profits without service as in the past.

The roads are now receiving about one billion dollars more under the rates allowed them by the I. C. C. than the increase in wages received by the employees, and still they are crying poverty and hollering for more. In fact we are told they are now busily scheming to mulct the public for at least another half billion. It is stated they have increased the estimated value of their rights of ways and other land holdings by about seven billions and will ask for increased rates so as to pay a dividend on these seven billions of dollars, in addition to the eight or nine billions of water in the present allowed estimated value of their capitalization, on which they are allowed five and three-fourths per cent net profits, which, if granted, would make their estimated capitalization for rate making purposes amount to \$23,000,000,000—\$15,000,000,000 of which would represent nothing but water, and at the rate allowed would bring them in \$862,500,000 more, and for what? Service? They are not rendering it in any sense of the word. Here is what one large shipper, Mr. Thurston Ballard of Ballard & Ballard, large millers and coal mine owners, is reported as having told a Transportation Club of Louisville, Ky., recently:

"Our transportation system has broken down, our railroads have no regard for the public. I come to this meeting to hear something about transportation, and nothing about transportation has been discussed. Why are you not concerned when a bunch of stock gambling jobbers in New York operate the railroads, not for the public, not to give service, but to juggle stock prices?"

"If any of you are shippers you know you can't get cars because the stock gamblers in New York take money that should be invested in additional stock and decent equipment and split it into dividends to make balloons out of stock. And you railroad executives who think you are running the railroads are not running them in reality. You are nothing but a group of tools at the disposal of New York stock operators. I advise the Transportation Club of Louisville to set aside part of its time each meeting for discussion of problems with which you are supposed to be concerned."

This is good wholesome advice that all railroad officials could adopt with profit, instead of getting up fake efficiency records to fool the public and tickle the ears of these Wall Street stock jobbers. The public is not being fooled as it knows only too well freight is not being moved as passenger trains run on scheduled time. The men on strike are standing firm and from all reports just as determined as ever. They view with satisfaction, the approach of cold weather, which they feel assured will put the finishing touches to defective motive power and rolling stock, which is a result of usage for the past five months without proper repairs and which is apparent on all sides. They are, of course, in need of funds and it is to be hoped that all who have returned to work as a result of the settlements that have been made will send forward promptly their contributions agreed upon, so they may be encouraged thereby to keep up the contest as efficiently as in the past.

"OPEN SHOP REACTIONARIES SWATTED HARD AT THE POLLS."

The election on November 7th was the first opportunity the people have had to pass judgment on the present national administration and Congress, since their election two years ago and the result thereof tells the tale more impressively than words, the reactionary, hide bound and special interest serving members of both branches of Congress were hit hard and most of those up for re-election were relegated to obscurity and progressive representatives of the people put in their places. The results of the election was a complete repudiation of the policies and work of both the administration and the present Congress. Had the administration been

up for re-election, President Harding would have been as badly beaten as was former President Taft when he ran for re-election in 1912. He must now realize what the vast majority of the people think of his railroad policies, his weak, hesitating and unfair efforts towards settling the railroad and coal strikes, and of the ruthless over-riding the Constitution and rights of the people by his liliputian Attorney-General, as well as his proposed sales tax, ship subsidy graft and handcuffing laws for railroad employees and miners.

While great gains were made in both houses of Congress, the present majority of the Republicans was so great, they still have a small majority on the face of it, but many of these are of the farm-labor bloc and can be counted to help block any further reactionary legislation and fight for measures in behalf of the masses. The results achieved were largely due to the splendid team work between the members of organized labor and the organized farmers of the country, and demonstrates most forcibly what they can do when aroused to the dangers that confront them and the injustices which were being practiced against them. The results achieved were so satisfactory that they should encourage both groups to keep up the good work and two years from now make a complete job of it. Now is the time to commence for the new battle, lay plans to place the right kind of candidates forward in both parties, organize our forces more completely and be prepared for the fray at the proper time.

In Kansas, while ordinarily an overwhelmingly Republican state, a Democratic Governor was elected by a good majority on a platform of abolishing the industrial court law. Unfortunately the fight was not carried far enough to elect a legislature committed to the same platform, and the Republicans have a two-thirds majority and may ignore the recommendations of the Governor. However, Governor Davis is a dirt farmer with lots of backbone and fight in him and he will, we are sure, do his utmost to place the law on the scrap heap, and in the final result may come out successful, but if he fails he can do as Governor Allen did, wait until the legislature adjourns and then appoint men as members of the court who will literally enforce the law as it is written. Governor Allen appointed a discredited near-working man as a member two years ago and his appointment was rejected by the Senate, so he waited until after the legislature adjourned and reappointed him and he is still acting. Governor Davis can do the same thing in the event the legislature refuses to repeal the law, and after the adjournment appoint a farmer and two trades unionists as members of this court. In this way the old thing might be made to work alright. Its worth a trial anyway, and we are sure it would result in its repeal later, for those behind the enactment of the law did not intend that it should be used for the relief of the toilers, but to hamstring them.

The results of the election have thrown a deep sense of fear and mis-giving for the future, in the minds of professional politicians of both old parties, for the voters played fast and loose with the well laid schemes to continue reactionary control, and evinced such admirable discrimination that it completely upset all their plans. Congress has been called in extra session and the old gang will have until March 4th next to put over a lot of the reactionary program. The ship subsidy graft heads the list, we are told, and no doubt every influence possible will be used to consummate this huge raid on the public treasury for the benefit of a few corporations. The only hope the people can rely on to prevent this iniquitous measure passing is to delay the matter until after March 4th and then the newly elected members of Congress will take their seats. In the meantime our

members should write to their Senators and Congressmen and protest against the enactment of this measure.

LABOR BOARD BRANDS A LIVING WAGE, A FANTASTIC THEORY.

The many biased and unfair rulings of the Railroad Labor Board against railroad employees since it has been in existence has prepared us to believe it capable of almost any folly but we did not expect it to commit the stupendous error and injustice of publicly and emphatically repudiating a "living wage" standard for employees not only of railroads but of industry in general. The Board characterizes it "a fantastic theory" and a "fallacy" and if carried to its legitimate conclusion, would wreck every railroad in the United States and, if extended to other industries "would carry them into communistic ruin."

Here are some of the arguments put forth by the majority members of the Board in support of their absurd opinion:

"To ascertain what is reasonable comfort, it is proposed that experts shall prescribe a standard of living for a family of five, setting out in minute detail what the experts think such a family should have in food, clothing, furniture, housing and all the necessities of life. The fallacy of this proposal is inherent and fundamental. That it would be wise and practical to undertake to establish an arbitrary standard of living for several millions of people is not apparent. That the desires and requirements of all men are equal and alike is not correct, and that any committee of experts could set up an average living standard upon which a wage scale could be practically based has not been demonstrated anywhere. If theorists should evolve such a standard of living, it would not be possible to obtain any general conformance to it by those for whom it was designed. Standards of living have never been theorized into men, a man cannot be picked up by the scruff of the neck and hoisted into a new standard of living. Such a change in the individual man is a matter of growth and development. When brought about by natural processes, it is socially and economically beneficial, but if attempted by legislation, it is a wasteful absurdity. To provide a somewhat expensive standard of living for a man who by habits, training and ambition is not prepared for it, wastes money and confers no real benefit on the individual. It may well be observed that this theory of standardization necessarily fails to take into account many of the economies that are practical by thrifty people who desire to get ahead in the game of life."

There is no need of argument in combating such absurd piffle before an intelligent and fair-minded public. It proves conclusively that the majority of this Board has little knowledge or conception of its duties or sense of justice in passing upon questions that seriously and vitally affect the welfare of millions of people.

In enacting the transportation law, which is responsible for inflicting this wise and humane Board upon the railroad employees, unquestionably Congress intended its language of a "just and reasonable wage" should mean a living wage, in accordance with American standards of living; Congressmen have so testified and even the members of Congress having the bill in charge while it was being considered before enactment, stated that was the intent of the law, but this Board in its "sublime wisdom" thinks it knows better as to what Congress intended, and anyhow it believes such an interpretation would temporarily place a burden on the railroads that would have to be borne by all the people and it prefers to place the whole burden on the railway employees.

In the last paragraph of the quoted argument of the Board it will be observed that this all-seeing Board notes a habit of some people to practice economies and privations, in order to "get ahead in the game of life" and evidently it has discounted the results of this habit in setting the wages of the maintenance of way men for fear they may get just a little more than enough to keep body and soul together, and really "get ahead in the game of life." This would never do.

The Board might have carried this line of reasoning still further, for instance in the various sections of the country, the winters are longer in some than in others, and it gets colder in various sections, and as a consequence it requires more fuel, therefore the Board in computing its standard

of just and reasonable wages could have divided the country into zones and cut down a little on each as the winters reduce in length and coldness; of course, these deductions would be partly offsetted by the fact that summer is longer in some sections and therefore more ice is necessary. But it might result in a slight saving, and every little bit counts when one gets down to microscopic standards. But seriously: while this Board destroyed its usefulness many months ago and since has been dead for all practical purposes, this last pronouncement has put the finishing touches to it, and now its most partisan supporters admit it is "deader than hector" and the only decent thing for Congress to do is to bury it, yes and so deep it won't be resurrected until Gabriel blows his horn.

THIS IS NO TIME FOR EXPERIMENTING WITH HASTY AND UNTRIED THEORIES.

We understand that a call has been issued for a meeting to take place in Chicago early this month, for the avowed purpose of "amalgamating" the sixteen railroad organizations. Under the existing conditions, this would be a herculean task for any conference to consummate; but at this time we believe it is not only herculean but unwise and dangerous for the future welfare of the railway employees. For months four hundred thousand shopmen were on strike and at least two-thirds of them are still fighting hard for the right to exist as organized bodies. They are entitled and should have the active and united support of all their fellow members in order to be able to keep up this fight, and they must have it in order to fight the battle to a successful issue. Nothing should be said or done to divert or divide their thoughts or efforts from the most important duty of aiding, to the extent of their ability, their brothers still on the firing line. To call a meeting for the purpose of forming a new organization at this time is bound to have such an effect, if it were responded to by any large numbers, and no matter how good the intention of the promoters, will do more harm than good. As far as the shop crafts are concerned, they are as closely united in their federation as any form could unite them, and have all the advantages of unity of action in all matters concerning their general welfare, while at the same time have freedom of action in personal matters pertaining to their separate trades only.

The present federated movement of the railway employees could embrace and take care of the united action of all railroad employees, but so far this has not been obtainable and if all will not accept this form of united action, it is almost a certainty that they will not accept amalgamation, at least for some time to come. To undertake to force it upon them, whether they will or not is bound to do more harm than good and especially so at the present unfavorable condition. Therefore for the sake of our members on strike, for the sake of unity and future success of the movement we hope that our members will refrain from taking part or lending encouragement to this present movement.

Here is how amalgamation of all railroad workers into one organization would affect the members of our trade: we are now an amalgamated organization of railroad boilermakers and helpers, contract shop boiler-makers and helpers, shipbuilders and helpers, and tank builders and helpers. Amalgamation of railroad employees would draw off the first mentioned group and the others would constitute the Int. Bro. of Boilermakers, Iron Shipbuilders and Helpers of America. The result would be to splitting up our trades into groups rather than uniting them closer. The evolution of time and efforts for more complete unity will no doubt bring im-

provements in our present methods, but the present is no time for trying experiments and visionary schemes, which can only result in a division of our forces, efforts and resources. This is what those now bitterly fighting labor want, and if the railroad employees are wise they will discourage and frown down any such efforts.

THE BALTIMORE AGREEMENT COMMISSION MEETS AND ORGANIZES.

On November 13th six representatives of the railroads, parties to the Baltimore agreement, and a like number representing the shop crafts, met in Chicago and formally organized by electing a chairman and vice-chairman and drawing up rules to govern the commission in hearing matters referred to them as the final court of appeal in disagreements arising under the Baltimore settlement, that may arise and be referred to it before May 31st, 1923.

The terms of that part of the agreement are as follows:

No. 4. If a dispute arises as to the relative standing of an employe or if any other controversy arises growing out of the strike that cannot be otherwise adjusted by the carrier and said employe or the duly authorized representatives thereof, the matter shall be referred by the organizations parties to this agreement, the employes or the carrier in the interest of any employe who may be aggrieved, to a commission to be established and constituted as hereinafter provided, for final decision by a majority vote.

No. 5. The commission referred to in paragraph 4 hereof shall be composed of six representatives to be named by the chief officers of the organizations parties hereto and six railroad officers or representatives selected from and by the railroads agreeing hereto. This commission shall be constituted within fifteen days from the signing of this agreement and shall have jurisdiction to decide all cases that may properly be referred to it on or before May 31st, 1923, but not thereafter."

The commission decided its official title should be "The Baltimore Agreement Commission"; and Chicago was selected as headquarters, and offices were secured in the Railway Exchange Building of that city. Mr. G. T. Martin, Asst. to General Supt. Motive Power C. M. & St. P. Ry. was selected as chairman, and Mr. E. F. Tegmeyer, representing the Int. Bro. of Blacksmiths, was elected vice-chairman; they are to alternate as presiding officers every three months.

The other members of the commission are: F. C. Blaser, Asst. to Vice-Pres. B. & O. Ry.; C. H. Hogan, Mgr. Dept. of Shop Labor, New York Central Ry.; C. D. McKay, Asst. to Vice-President Southern Railway; Wm. Walliser, Asst. to Gen. Mgr. Chicago Northwestern Ry.; Edward J. Evans, Int. Vice-President Int. Bro. Electrical Workers; H. J. Carr, Int. Vice-Pres. Int. Association of Machinists; J. M. Burns, Vice-Pres. Amalgamated Sheet Metal Wks. Alliance; Wm. Atkinson, Asst. Pres. Int. Bro. Boilermakers and Iron Ship Builders; and H. Frank Paquin, Vice-Pres. Bro. Railway Carmen. Rules to govern the submission of matters to the Board were drawn up and the Commission adjourned to meet in Chicago on November 27th.

OPEN SHOPPERS WILL TRY TO BREAK DOWN IMMIGRATION RESTRICTION.

A widespread campaign of propaganda is being made by the "open shop" low wage advocates to repeal our immigration restriction laws, and a desperate effort will be made at the present session of Congress to accomplish this object, for they realize that, as a result of the recent election, their chances of doing so by the next Congress will be decidedly less.

Already the daily papers are full of the cry that a shortage of labor exists, while the facts of the matter are there are still far more men than jobs, in proof of this visit employment offices in any city and large numbers of men will be found loafing around waiting for a chance to go to

work; as far as we can see, the only place where a shortage of men exists is the railroad shops whose hard-boiled managers have not made a settlement with their striking shopmen.

We believe a subtle scheme is on foot to bring about the opening of the floodgates of immigration, it is to have a bill introduced for the ostensible purpose of still further reducing immigration, but in the process of discussion and wire pulling in Congress, the bill is to be torn to pieces and all present effective parts of the laws removed and the flood gates opened. The present law provides for an educational qualification and this is particularly offensive to the low wage advocates. They don't want educated men with anything like a fair standard of intelligence but men strong of back, willing to be used as mudsills and automatons, willing to do anything for a mere existence, these would serve to drive down the standard of American labor by replacing them in many lines, and this is the object these unrestricted immigration advocates want.

These pirates of industry have just had their interests fully protected through the enactment of a robber tariff law, their goods are now protected from competition and they may charge the people "all the traffic will bear" and if they could bring about a condition whereby there would be two wage earners for each job, they could cut wages to their hearts' content and be happy thereafter.

Even if our present industrial activity was sufficient to absorb all idle hands, which it isn't, there is no assurance it would last any length of time, only last spring we had five millions of idle men, we were then told we had produced too much and the mills and factories would have to remain idle until the surplus was absorbed; if such was the case won't another glut in the market take place again soon? Our present immigration laws are sufficiently liberal to allow a volume of immigrants as large as we can absorb and find room for and no change should be made for some time to come. Let every one make vigorous protests to their representatives and senators in Congress, against any change, and if you would be effective do it at once.

TRYING TO ESTABLISH MOUNTED POLICE IN ALL STATES.

A four line press dispatch from St. Louis, Mo., a few days ago announced that an effort would be made at the next session of the legislature of that state to establish a state police force. This is evidently a forerunner of many similar announcements in other states, or at least an indication of what will transpire in many states as there is a large, extensive and powerful movement, backed by the National Chamber of Commerce and by business generally to accomplish such a program. This movement supports a large magazine devoted entirely to this matter and besides is carrying on an extensive campaign of propaganda in a quiet manner so as not to attract too much attention or to arouse the hostile opposition of the masses of the people against whom it is really intended to use these forces of Cossacks.

The main plea for the establishment of these bodies is, we believe, for the protection of the rural communities, but the real purpose is for their use in cases of strikes to ride down and overawe those striking for fair wages and conditions. It is quite certain that labor will have to face this issue in every state where such an obnoxious system does not now exist, it is quite likely that many of the newly elected members of the legislature in the various states have either been committed or approached on the subject and if labor would successfully resist the extension of this obnoxious system they should lose no further time in organizing their forces and

preparing for the battle which we feel assured will arise in each state where there is a possibility of its enactment, just as soon as their legislative assemblies.

In every state where they have so far been established, these Cosacks, Bassi Basoucs or Dervishes, or whatever you wish to term them have shown themselves as a cruel, lawless body of irresponsibles that commit unlawful deeds of cruelty in the name of the law with impunity. Therefore, if we would prevent the extension of such conditions to all states we must prepare at once to meet the issue which will in all likelihood arise in many states in the next couple of months.

DEATH OF MRS. WM. J. GILTHORPE, WIDOW OF OUR FORMER INTERNATIONAL SECRETARY-TREASURER.

After a brief illness, due to double pneumonia, Mrs. Gilthorpe, widow of our late Bro. William Gilthorpe, the veteran former International Secretary-Treasurer of our organization passed away Thursday, October 26th at the home of her daughter, Mrs. A. L. Reiling, in this city surrounded by her daughters Mrs. A. L. Reiling, Mrs. Campbell, Mr. Reiling and their children. Her son Harry Gilthorpe arrived from New Orleans in time for the funeral, which took place from St. Rose of Lima's Church on Saturday, the 28th, and her remains were interred in St. John's cemetery, in this city, alongside those of her husband. A large concourse of relatives and friends were in attendance and the floral offerings were numerous and beautiful.

Mrs. Gilthorpe survived Bro. Gilthorpe nearly eight years, his death having occurred January 9th, 1915. Quite a coincidence occurred in another death in the family, Mrs. Gilthorpe had a twin brother, Cornelius O'Keefe, who lived in Memphis, Tenn., and just one week to the hour after Mrs. Gilthorpe's death, he too passed away.

The journal extends its sincere sympathy to the members of the family in their bereavement. May the souls of the departed rest in peace.

DETROIT'S MAYOR LAUDS PUBLIC OWNERSHIP.

In his address of welcome at the opening of a convention of the National Association of Railway and Utility Commissioners at Detroit, Mich., recently, Mayor Couzens of that city, fully endorsed the advantages and benefits of public ownership of public utilities and condemned the management of privately owned public utilities, which are operated for profits rather than service. He also roundly condemned the graft of inflated salaries and other perquisites given to the managers of these privately owned utilities for operating them. He endorsed the belief that public utilities should produce only enough to pay the cost of efficient operation.

As Detroit owns and operates its own street railway system, which we believe is one of the best in the country, and as the mayor is the executive head of the city and street railway, he can speak advisedly and from experience. The experience of most of our cities, with privately owned street railways has been most disappointing and they are rapidly growing worse, profits regardless of service is the mainspring of their efforts, and the latter grows worse as their charges grow higher. There is bound to be a change in the near future, either they will have to show more efficiency, or be taken over by the cities, or else the whole system of city transportation will undergo a complete change from trolley to a buss system. The long drawn out strike of the railroad shopmen on many of the railroads, with their consequent failures in moving traffic and interminable delays, has served to draw the spotlight of public attention to the management of

these roads and public opinion is rapidly undergoing a radical change in this matter.

The experience of the government taking these roads over during the war and operating with their old piratical crew at the throttle, with their sabotage policy in full force, bewildered and disgusted the public but they have found out it was jobbed, and that this did not represent anything like a fair test of government management, but a deliberate plan of mismanagement for the very purpose of arousing their disgust, and now with the long drawn out siege of failure to properly function, the public is turning to real government ownership and management as a relief against this intolerable condition of operating for profits rather than service. The sentiment for taking over these roads, after squeezing the water out of them is growing every day and this will be a big issue a little later on. The people are being mulcted for billions of dollars every year, and the cry is for more with an adverse standard of efficiency.

CO-OPERATIVE STORES PROVE OF GREAT HELP TO STRIKING SHOPMEN.

The value and importance of the co-operative movement in times of strike, has been fully demonstrated since the inauguration of the railroad shopmen's strike, for on all sides we learn of the good work they have accomplished in those places where they are in operation. In such places they have been able to take care of the needs of the men and their families, where otherwise provisions if not actual want would have ensued.

The results accomplished during this trying period should result in giving great impetus to the growth and development of co-operation generally. There should be co-operative stores established in every city, town and hamlet throughout the country; organized on sound principles, with a conservative and business like management they are bound to succeed. This enables all to save up in prosperous times by buying stock in these stores, and when times of adversity arise or strikes take place they will have this reserve capital to sustain them, and in the meantime their investments are earning dividends and increasing in value because of increased assets.

The co-operative movement has grown more extensively among the farmers in the United States than among the working people so far, and their co-operative marketing amounts to hundreds of millions of dollars a year and we are told they are supplying themselves with farm machinery and supplies to the extent of more than one hundred million dollars in value.

In starting co-operative enterprises, to find managers with experience, integrity, faithfulness and industry is an important item in making for its success. It is not an easy job to find men endowed with all these qualities, especially that of experience, however, arrangements have been made with some colleges, we believe, to teach a course in co-operative management and this should serve to overcome this handicap. Co-operation is destined to play a much larger part in the affairs of the American working people of the future and we should study it and join in them when the opportunity arises.

OUR MEMBERS TAKING AN ACTIVE INTEREST IN THE MECHANICAL ARTICLES.

We received many words of commendation from our members in various sections of the country in reference to the articles on laying out a locomotive boiler, since they started in September issue, and we believe a large number are studying and working out these problems each month as they appear, and if they will equip themselves with the necessary drawing tools

and supplies and follow the instructions closely they will have the essential details and information for the laying out a boiler complete by the time the full series appear in the Journal. There is no better or more profitable way one can spend a part of their evenings during the winter than in this way, if they are interested in improving their knowledge of laying out.

It is important that all do so who wish to progress in their chosen occupation of life. It does not matter whether you are called upon to lay out work in your present position or not, if you learn how it will aid you later on. It should be the ambition of every mechanic to be able to lay out the work he does, if one acquires the information and does not have to use it, it is not a burden to carry around, but it is more than likely they will find the knowledge helpful to them later on.

We arranged to secure some extra copies of each issue since these articles started and have a few of each still on hand and if any have lost or missed getting one or more of these numbers, we will be glad to send them another copy upon their writing for it.

QUOTATIONS.

He is truly great who hath a great charity.—Thomas a Kempis.

Charity is a virtue of the heart and not of the hands.—Addison.

Good sense, disciplined by experience and inspired by goodness, issues in practical wisdom.—Samuel Smiles.

Common sense is science exactly so far as it fulfills the ideal of common sense; that is, sees facts as they are, or at any rate without the distortion of prejudice, and reasons from them in accordance with the dictates of sound judgment.—Huxley.

The only things in which we can be said to have any property are our actions. Our thoughts may be bad, yet produce no poison; they may be good, yet produce no fruit. Our riches may be taken away by misfortune, our reputation by malice, our spirits by calamity, our health by disease, our friends by death. But our actions must follow us beyond the grave; with respect to them alone, we cannot say that we shall carry nothing with us when we die, neither that we shall go naked out of the world.—Colton.

To believe is to be happy, to doubt is to be wretched. To believe is to be strong. Doubt cramps energy. Belief is power. Only so far as a man believes strongly, mightily, can he act cheerfully, or do anything that is worth the doing.—F. W. Robertson.

The highest of characters, in my estimation, is his who is as ready to pardon the moral errors of mankind as if he were every day guilty of some himself; and at the same time as cautious of committing a fault as if he never forgave one.—Pliny the Younger.

There is no dearth of charity in the world in giving, but there is comparatively little exercised in thinking and speaking.—Sir Philip Sidney.

Courage is generosity of the highest order for the brave are prodigal of the most precious things.—Colton.

We want a state of things in which crime will not pay, a state of things which allows every man the largest liberty compatible with the liberty of every man.—Emerson.

STRIKES NOW IN FORCE

The Genesee Boiler Works, Rochester, N. Y. (Unfair.)
Rochester Tank & Boiler Works, Rochester, N. Y. (Unfair.)

Billberg Boiler Works, Houston, Texas. (Strike on.)

Pelipse Oil Works, Franklin, Pa. (Unfair.)

The Lucey Mfg. Co., Chattanooga, Tenn. (Strike on.)

Morse Bros. Mach. & Supply Co., Denver, Colo. (Unfair.)

Alax Boiler Works, Denver, Colo. (Unfair.)

S. F. Bowers & Co., Fort Wayne, Ind. (Unfair.)

Provo Foundry and Mach. Co., Portland, Me. (Strike.)

Oscar Daniels Ship Yard, Tampa, Fla. (Strike on.)

Mathislan Alkali Works, Saltville, Va. (Strike on.)

Lebanon Boiler Works, Lebanon, Pa. (Unfair.)

McNamara Bros. Boiler Shop, Baltimore, Md. (Unfair.)

Atlanta, Birmingham & Atlantic R. R. (Federated strike on.)

Missouri & North Arkansas Ry. (Federated strike on.)

Minneapolis Threshing Machine Co., Hopkins, Minn. (Strike on.)

Cosden Refining Co., Tulsa, Okla. (Lockout.)

Higgins Bros., Bayonne, N. J. (Unfair.)

Wm. P. Copping Contract Ship & Tank Works, New Orleans, La. (Unfair.)

Wilmington Iron Works, Wilmington, N. C. (Unfair.)

Wilson Bros., Hoboken, N. J. (Unfair.)

Salt Lake Boiler & Sheet Iron Works, Salt Lake City, Utah. (Unfair.)

J. D. Cousins Boiler Works, Buffalo, N. Y. (Unfair.)

Lake Erie Boiler Works, Buffalo, N. Y. (Unfair.)

W. K. Henderson Machine Foundry & Boiler Works, Shreveport, La. (Unfair.)

Petroleum Iron Works. (Unfair to our members Port of New York.)

Dominion Shipbuilding Yard, Toronto, Ont., Can. (Strike on) work being done by the Collingwood Shipbuilding Co. for Dominion Government.

The Berkeley Machine Works, Inc., Norfolk, Va. (Unfair.)

The Liberty Iron & Wire Works, Norfolk, Va. (Unfair.)

Rushton Foundry & Machine Co., Alexandria, La. (Unfair.)

The Bakoff Boiler & Tank Works, Memphis, Tenn. (Unfair.)

Georgia Co. & Locomotive Co., Atlanta, Ga. (Unfair.)

American Boiler & Sheet Iron Works, Indianapolis, Ind. (Unfair.)

Pittsburg Boiler & Machine Co., Pittsburg, Kans. (Unfair.)

Morgan Engineering Co., Alliance, Ohio. (Unfair.)

Fuget Sound Machinery Depot, Seattle, Wash. (Strike on.)

International Officers' and Organizers' Reports

REPORT OF INTERNATIONAL SECRETARY-TREASURER

Immediately upon the suspension of work on July 1st, we forwarded to all lodges a circular letter giving specific instructions regarding the mailing out and forwarding to Headquarters, the strike rolls, each week, in accordance with our laws.

A large majority of the lodges have complied with these instructions and we have had very little difficulty in checking the rolls and forwarding the receipts promptly. There is, however, a number of lodges who do not forward their rolls promptly and in some instances not at all, and as a consequence the members on strike have failed to receive their receipts and there is a possibility of them becoming delinquent, through the negligence of the local officers in not attending to this very important matter; and we wish to call the attention of the locals who are not reporting promptly to forward the strike rolls to Headquarters at once, so that we can issue the receipts to our members who are making the greatest fight in the history of the American Labor Movement, to maintain the wages and working conditions that we have secured through the efforts of our organization.

As we stated in our circular letter, all members on strike will receive a regular official due receipt, free of cost, for each month they are on strike, as per the strike rolls forwarded to this office, and to safeguard the continuous good standing of our loyal members it is absolutely necessary for the local secretaries to forward, promptly to Headquarters, the signed rolls, each week.

Owing to the strike situation and other important matter in connection with same our Executive Council deemed it advisable to withhold the distribution of the second and third quarterly reports. Wish to advise, however, that the quarterly reports were compiled and the certified accountants have audited our books, each quarter, as per our laws.

Our building is now completed and all of the available space has been leased, in fact the demand for space has been so great it was necessary for us to lease space on the fifth floor that we had reserved for our Headquarters. As we have stated in former reports, in the Journal, our building is located on one of the principal corners in the retail business district of Kansas City, Kansas, therefore making the location very de-

sirable for the very best class of tenants. Our expectations have been fully realized and we will receive a substantial interest on our investment. The natural surroundings are excellent and the property will increase in value each year, as one large retail furniture store has been erected and another one under construction now, in the same block, and from reliable sources we are informed that other large retail buildings are being contemplated and you can readily see the attractiveness of our location and the steady increase in valuation it will enjoy each year.

The year 1922, just closing, has been the most critical year in the history of our Organization, as we have had to resist, with all our resources, the attempt to destroy our Brotherhood and the entire Labor Movement by the organized employers of this country, who are spending millions of dollars to establish the so-called American plan or open shop in all industries and to take from the American wage earner our constitutional right as American citizens, to have a voice in the conditions surrounding our labor and the wages we will receive for same.

Don't be misled by the propaganda of the employers and their paid emissaries, who go among you advocating the so-called company unions. These so-called unions are organized and controlled by the employers for the purpose of destroying our own representatives and after fifty years of experience in the regular bona fide trade union movement the organized worker in every industry must readily realize that the only salvation for the wage earner to maintain a living wage, decent working condition, the eight-hour day and the high standard of our American wage earner is by continuing their membership in the regular bona fide trade union movement of this country.

I sincerely hope that all of our members will realize the absolute necessity of remaining loyal to the principles of our Brotherhood and in the coming year we will be in a better position to demand our rights and privileges as true loyal Americans and trade unionists.

Wishing all of our membership a full measure of peace and happiness and prosperity, during the Christmas holidays, and trusting that the next year will bring to one and all the peace and contentment that we justly deserve.

Respectfully submitted, Joe Flynn, international Secretary-Treasurer.

REPORT OF INTERNATIONAL VICE-PRESIDENT NOLAN

Portsmouth, Va., Nov. 14, 1922.

Dear Sir and Brother:

I beg leave to submit the following report for October, 1922, relative to strike situation in the vicinity of Portsmouth, Norfolk and Richmond, Va., and am pleased to re-

port that with the possible exception of a few Yellows who are gone to the Bull-Pen where they belong, that the striking shop men are still on the job and will remain on the job until the executives of the follow die-hard railroads come clean and tear

down their fences, banish their Gun Men and Yellows so as to make the railway shops fit for self-respecting mechanics to work in, namely, the Atlantic Coast Line, Norfolk & Western, Norfolk-Southern, Virginian and L. & N. Railroad Companies, every effort has been made by duly appointed committees representing the crafts on strike to bring about an honorable settlement and so far have failed, it's now a fight to a finish in order to clean up the strike situation right, as the American Railroad shop men will never permit industrial slavery to fasten its poisoned fangs on American Freemen regardless of a concerted move on the part of a few railroad executives to make such possible, and further I desire to say relative to those railroad executives, that when all of them are gone to the great beyond and forgotten, that the organized labor movement in the railroad shops will be doing business at the same old stand and more active than ever in the interests of the railroad shop crafts who make possible the success of the transportation systems of our country.

The shop crafts on strike at Norfolk, Va., have two local federations, one of which represent the strikers on the Norfolk & Western, Coast Line and Virginian Railroads, the other local federation represents the strikers of the Norfolk-Southern Railroad, and up to date are standing pat with the exception of the few yellows that I have already mentioned in this report, and are there to stay until such time as a fair and honorable settlement is reached with the above named railroads, and in accordance with agreement as per instructions received from the president of the Railroad Employees Department, and further I desire to report that all reports received from all other points in this territory are sure encouraging owing to the fact that the strikers fully realize that a finish fight must be made to compel the die-hards to come clean and recognize us as a factor to the future successful operation of American railways, and for that reason the shop men now on strike are there with the goods and out to win.

Contract shops in tide-water, Virginia, show a slight activity on repair work, although nearly most of the repairs are emergency jobs; nevertheless the members of Lodge 428 hope for changed industrial conditions in the near future as they have been up against it good and hard for the last two years.

REPORT OF INTERNATIONAL VICE-PRESIDENT JOSEPH P. RYAN.

(Period October 16th to November 15th, 1922, inclusive.)

Chicago, Ill., November 15, 1922.

Chicago Strike Area.

Since reporting in November Journal my entire time has been devoted during the past thirty days to the strike situation in my home city. While settlements have been agreed to on (16) railroads entering

The Norfolk navy yard show no improvement whatever since my last report, in fact the employment situation seems to get worse, owing to the large number of employees who have been either furloughed or discharged, and in a yard that always employed a large force of mechanics even before the World War, but all is changed for when one visits the Norfolk navy yard now adays instead of seeing locomotives, cranes and other machinery so necessary in the construction and repair of Uncle Sam's war-ships, the visitor becomes somewhat confused as flower-beds and other similar attractions have taken that space at one time occupied by mechanics and rapid moving machinery, while hundreds of employees after giving years of long and faithful service to the navy department are cast on the industrial scrap heap without the slightest consideration and younger employees retained in the service on the ground that their efficiency marks were higher than those old employees who were either discharged or furloughed and bear in mind that after years of faithful service, then their efficiency was questioned and under a system that every practical mechanic employed at a Government navy yard knows to be a huge joke, and any naval officer that advocates such a system as efficiency as now carried on at the Norfolk navy yard is supposed to have something wrong with his upper story, as no private corporation could operate with a profit under such a foolish system, still red-tape and gold-lace makes such bunk possible, as gold-lace authority seems to be supreme and the lack of organization in Government navy yards among the employees are responsible for the present lack of consideration and respect due them on the part of some naval officers, however, I may have more to say about the Norfolk navy yard in my next report for Journal.

But I can see the good days returning.
And can hear the march of Freemen,
With a sure triumphant tread
To clear the way for justice that never yet
crushed.
While 400,000, railroad shop men have there
forces lined to push
The Fakers out of notice and the Yellows
out of touch.

Trusting for a final victory in the near future, I am, yours truly and fraternally,
Thos. Nolan, I. V. P.

Chicago, our men are still on strike on the Rock Island, Santa Fe, Burlington, Wabash, Nickel Plate, Illinois Central, Pennsylvania, Pere Marquette, Chicago & Eastern Illinois, Pullman Co. Lines, and those involved are loyally fighting for a just and honored settlement.

Litigation.

During the past month we have had sev-

eral cases in Federal Court as a result of Injunction Proceedings and said cases can be distributed in reporting to the Santa Fe, Rock Island, Nickel Plate, Indiana Harbor Belt, Michigan Central, Chicago & Alton, Burlington & Chicago Northwestern Railroads. Defendants in most instances were placed under Pledge Bonds and paroled to the officers of their respective Locals. In two specific cases defendants were dismissed. There are still pending on continuance some fourteen defendants.

Police Court.

Fifty-seven defendants have been cared for in connection with Police Court litigation and I am pleased to report that all cases have been disposed of satisfactorily with the exception of one case now pending. In all, ninety-seven defendants have been cared for to date.

Two Days Pay Assessment.

I am taking advantage of this opportunity to direct the attention of that portion of the Journal reading membership who have returned to work as a result of settlements on a large number of railroads that if they wish to render a service and at the same time help the men who are still on the streets where hostile railroads have declined so far to negotiate a settlement with their men, that all members who are now working on railroads where settlement has been made should at once pay to their Local Lodges the two days pay per month levied by the Joint Executive Board meeting in Chicago, Ill., on September 13, 1922. On roads where settlement has been made there are efforts being made to secure increases in wages and improved conditions. It is but fair to predict that railroad management will not be favorably inclined to grant such increases and improvements while they know thousands of other Union men are still on the bricks on adjoining roads. Therefore, it naturally follows that the best way to pave the way for improvement on roads now settled is to assist those men who are still on strike on hostile roads. Now is the time the assessment money is needed and badly needed. Later it will be less beneficial and in the meantime, who will maintain present conditions on roads who have settled when management holds the whip hand with numberless idle railroad mechanics and helpers at the shop gates seeking employment. If we are to improve, to survive and build up after what has gone before in this strike then let us begin by helping financially the Union men who are still on strike and who will have to eventually win out on their particular roads or meet the inevitable. Personally I am pleased to report that my own contribution for the months of September and October was \$250.00 contributed to the International General Fund from which financial aid has been distributed broadcast

to our membership. The boys on the bricks need the money now, men. Don't hesitate if you want them to stand fast and hold the line on the struck roads.

Tag Day Equipment.

Only two cities have taken advantage to date in securing free from the Chicago Railway Shopmen's Relief Committee Tag Day Equipment which we are giving away to any group of Striking Railway Shopmen who can secure the necessary permission from their city authorities to stage a tag day for their families and themselves where they are so inclined. Be advised that the Committee in Chicago prefer to donate this equipment rather than to destroy same. Coin boxes are difficult to secure also tags bearing the Union Label and ready for use in large quantity. All that is required is that the Local Federation requesting same bear the expense of shipment from Chicago to destination. The supplies are absolutely free. We shall be glad to advise any Federation as to procedure if they so desire. Address all correspondence and telegrams to the undersigned, 7533 Vernon Ave., Chicago, Ill., or to Edward Osborn, S. T. Striking Railway Shopmen's Relief Committee, 245 West 45th Street, Chicago, Ill.

Striker's Benefit Entertainment.

Preparations are now under way to stage a monster vaudeville, cabaret and moving picture entertainment on December 12th, 1922, in Chicago at Ashland Boulevard Auditorium (Street Carmen's Hall) for the benefit of the men who are still on strike and their families. The Committee hopes to realize sufficient funds from this enterprise to financially aid all of our men who are still on strike. Admission will be one dollar (\$1.00) a person inclusive of the War Tax. No effort will be spared to give those who contribute toward this benefit a splendid evening's amusement.

In conclusion I again wish to thank through the Journal all of those who have assisted me during the past month in connection with the strike. It is indeed gratifying to be able to pass around the "Flowers" while those whom we toil with are here with us alive and doing things. After they have passed on it will be too late.—Fraternally submitted, Jos. P. Ryan, Int'l Vice-President, 7533 Vernon Ave., Chicago, Ill.

COURT AIDS BOSSES.

Melbourne, Australia.—The workers' charge that the federal arbitration court is now an open aid to the bosses is again supported. The court has ordered that the work week for timber workers and engineers in that industry be increased from 44 hours to 48 hours.

Former Justice Higgins established this 44-hour week two years ago.

Technical Article

FLUE SHEET LAYOUTS

By O. W. Kothe.

One of the first ambitions of the workman is to learn how to lay out a flue sheet. Somehow the arrangement of flue and tubes appeals to him and he feels the laying out of a tube sheet must require some special genius. The truth is a flue sheet is one of the simplest parts to lay out on a boiler. The reason it appears hard is the workman's mind has not yet become accustomed to separate detail from mass. To look at the sheet as a whole we will admit it is a sort of baffling problem.

But to look at the flue sheet as a whole and then narrow your gaze to individual units and see what lines they follow, and what sort of lines make them—then the layout becomes very simple. In general, boiler tubes are arranged in two different forms; (a) the parallel line and (b) the staggered line treatment.

Possibly the parallel treatment in Fig. 14 is the most satisfactory, because it lets the globular heat bubbles rise vertically to the steam space. They are not obstructed in their passage and there is given a greater freedom of water circulation. The staggered system Fig. 15 is designed for the increased heating surface it assures. More tubes can be placed by the staggered method than by the parallel system, and as hot gases travel through the tubes, the heating surface is thereby increased.

The tube area in a boiler is proportioned to a ratio of the fire box area. The fuel used is a governing factor, as some fuels are very sooty and require larger flues; but in general the ratio varies from $1/6$ to $1/4$ the area of fire box. That is, the total area of the openings in the tube sheet are equal to $1/6$ up to $1/4$ the size of the grade surface. Various alterations are made as becomes the boiler, its design and its place of service, its fuel, etc.

The parallel system Fig. 14 is so arranged that all tubes run parallel both horizontally and vertically. The space between tube centers is called the Pitch, and the tube itself provides the diameter, while that narrow strip between the tubes is called the bridge. In this case tubes have a 3-inch pitch, 2 inches in diameter and gives a 1 inch bridge. A person acquainted with drawing will decipher the tube sheet design at a glance and know how to lay it out.

Staggered designs are generally worked out to the diagram A in Fig. 15, running the lines on a 30 degree from vertical or 60 degree from horizontal. This forms a triangle to where the pitches, and bridges will be alike in the directions shown. The plan is to measure the pitches off on a horizontal line, and then with a 60 degree

triangle set on a tee square, or other straight edge—the 60 degree lines are drawn first one way and then the reverse way which produces the triangles. Then set dividers to the radius of tube or the size to which the hole is to be cut in the sheet, and describe your circles to represent tubes. That is all there is to it.

Some workmen prefer to use the arc system as shown at B. This is based on the triangle principle, since we must first draw at least one triangle as a-b-d or b-c-e, etc., in order to establish the radius a-d or b-d. Then using b-c as centers describe arcs at d-e-f. Now using the same radius a-d, and using these new centers as d-e-f; strike arcs as at g-h-i. Repeat this process as far as you care to go at j-k, etc. This establishes your centers for describing your tubes as shown.

At Fig. 16 we show the layout of a 72 inch tube sheet for a tubular boiler, designed to the parallel line system. The designing engineer works out the first design, calculates its strength and fills in his measurements. So all the workman has to do is follow measurements as directed. All boiler codes require that tube edges shall come within 3 inches of the boiler shell. This allows for the roll in the flange which is a stiffener and overcomes the tube entering the flange. All flat spaces as those shown shaded in Fig. 16 must be stayed. The nearest stayed shall be 2 inches from the tube tangent lines as our diagram shows. The shaded spaces around the man hole shows where reinforcement is necessary.

The matter of setting flues in their sheets is more of a mechanical than a technical one. There are thousands of boiler makers whose main daily duty is to take out and replace flues. Some of these have come to believe that is all there is to boiler work; that they know all there is to be known and that for skill, there is no one who has anything on them. May be not, but many of us have noticed that as soon as such workmen learn to do a better class of work—they will refuse to be put at the dirty, greasy hard flue setting job again.

Even at that, setting flues require a degree of practical skill that cannot be learned in any other way than on the real work. In this respect it is much like using the welding torch. That must be learned with practice. So, too, with setting flues; there is no one can tell another how much to roll a set of tubes, when to quit rolling. That must be learned by experience. Here is a mental value of estimating the tube; the holes; the firmness in which the roller works and the amount the tube has been rolled before. There is a peculiar "feeling"

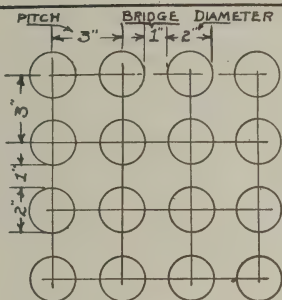


FIG. 14.

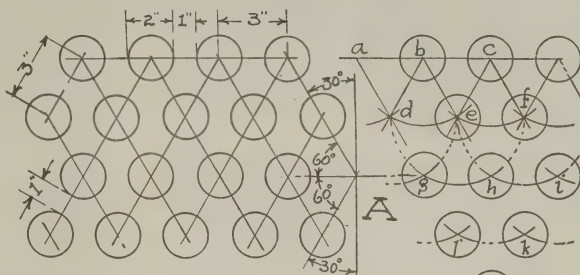
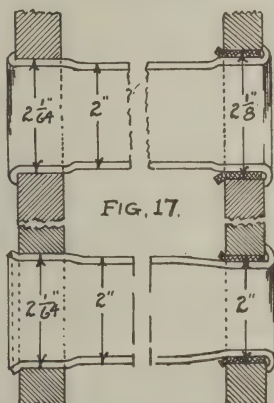


FIG. 15:



DETAILS FOR SETTING TUBES

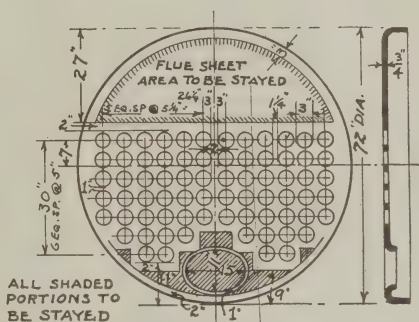


FIG. 16.

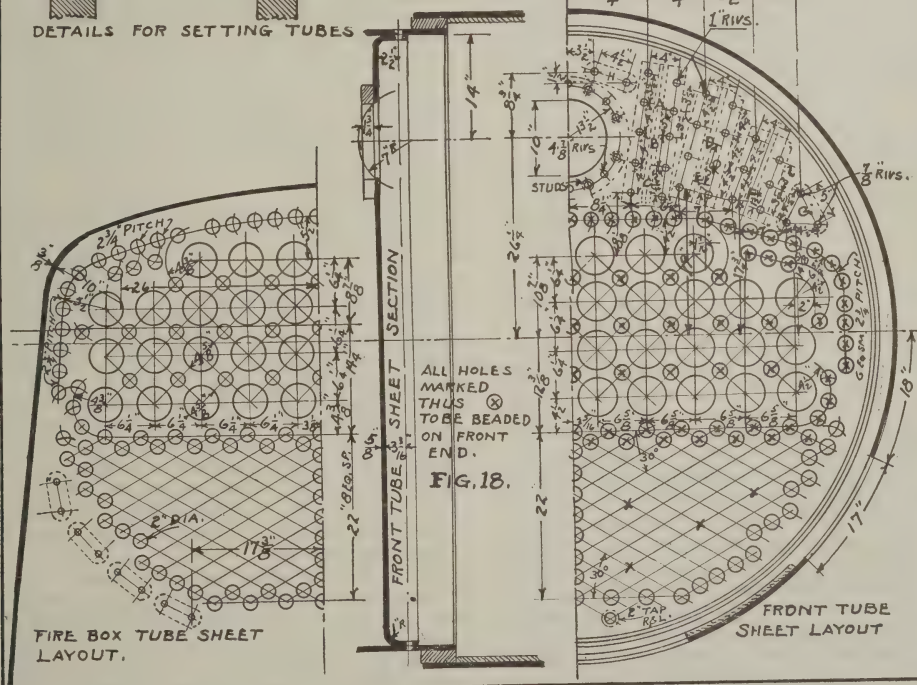


FIG. 18.

guided partly by eyesight, much on the order of caulking a seam. The feeling as the metal becomes binding, when it is springy, and when it is being crushed, is all automatic insight of the workman. By the action of the metal he can tell what condition it is. If he cannot do this, his work is uncertain, takes longer and is seldom satisfactory.

The secret of good flue work is to have a snug fit between tube and plate. Where holes are over an eighth of an inch greater than the normal diameter of tube—that requires considerable expansion. As the tube metal must stretch, it therefore becomes thinner, and therefore weakens. Successive rolling will impair the tubes holding power and leak at the least provocation. The general practice is to make the rear fire box flue sheet holes about an eighth of an inch larger than the tube, while the front flue sheet holes are made a snug fit making the hole a $\frac{1}{8}$ or a $\frac{1}{32}$ inch larger than the flue. In the fire box end copper ferrules about nine-tenths of an inch in thickness. This permits the tube to fit snugly in the copper ring.

Some boilers have these copper ferrules in the front end or smoke box to facilitate rapid removal of the tubes when necessary. But in general the fire box end is the rightful place for ferrules, for the reason that the expansion between the fire box sheet and the tubes is unequal, and the copper ferrule is soft and works itself in all the crevices and maintains a tight joint. Then, too, copper expands more easily than steel and it will give and take more readily during the unequal expansion and contraction between flue sheet and tubes. These ferrules should always be set a $\frac{1}{32}$ of an inch back from the beading edge, so the copper will not work itself beneath the beaded edge.

In Fig. 17 we show this treatment; the front end is expanded into the tube sheet, while the rear is set in copper ferrules. Some tube sheet holes elongate or become uneven by successive rolling. In that case these holes should be carefully reamed to a circle again and a copper ferrule used to avoid undue expanding of the tube ends. On some boilers the fire box flue sheet holes are drilled the same size as the normal tube; then a copper ferrule is inserted, and the end of tube is drawn in to a taper as shown just below Fig. 17. This procedure causes the tube ends to thicken and are therefore stronger. Then as the tube sheet hole enlarges through reaming; the tube end will not need so much shrinking and will retain its normal strength.

The general procedure in setting tubes is for one workman to set the copper ferrules in the fire box end, and slightly expand them. In the meantime his assistant is pushing in the tubes as far as they will go from the front end, starting from the bottom and working toward the top. By that time the man in the fire box is ready and the man

at the front takes a $1\frac{1}{4}$ bar with a flange welded on about 12 inches or so from one end, and this he inserts in the upper left hand tube. He lifts this tube with his bar and pushes it toward the fire box. In the meantime the man in the fire box takes his hammer handle and inserts it through the proper hole and leads the flue through the proper hole. Then the front man jams the tube in place and holds it there while the rear end man flares the ends. When this is done they go on to the next, and then the next until the tubes have been inserted and flared in the fire box end.

Then immediately the fire box man will start to expand the upper left hand tube. This holds the tube in place upon which the front end man immediately follows up and flares and expands the tubes as well as rolls them. In this way both men work progressively with no lost motion or waste of time. After this the ends are beaded over, and rolled a few times to make sure they did not loosen up while beading. The beading while not adding perceptibly to the tightening of the tube—it does add holding power to the tube sheet in the form of stays. All fire box ends should always be beaded. The front smoke box is not so important, although all tubes should be flared as the one below Fig. 17. In many boilers as the locomotive boiler sheet in Fig. 18 designates which tubes are to be beaded, the others may be flared. On many water tube boilers the flared tube ends is all the reinforcement a tube sheet gets.

Observe that where tubes are not flared or beaded there is a chance for the tube sheets to push outward until they finally loosen and then give way with a bang. So the flare or bead is essential and acts as a stay to the tube sheet. From this we see that while setting tubes is very important, still it is a routine job, if a person can do that well, it is entirely possible that is all he will ever get to do as is generally the case in big shops.

In Fig. 18 we show the tube sheet layouts for the locomotive boiler displayed in Fig. 1. Here by careful inspection, and if the measurements are too fine—use a small magnifying glass, and study the design of flue arrangement. By examining the measurements between the fire box sheet and the smoke box sheet, the large flues are placed on similar lines placed parallel, while the small tubes between them are placed 45 degree lines, or lines drawn through the centers diagonally. The arrangement of the small tubes around the top and sides of the large sheets are interesting. Observe from what centers the arcs are described where measuring is started from, and the pitch between the tubes.

On receiving a pair of tube sheets to lay out; examine both of them carefully, see that the lines and measurements correspond in each sheet. If so then lay out one sheet, and mark the other from it. In this way you are certain that both will correspond. But if you lay out each one separately—then

some slight slips can creep in and in that way cause the tubes to bind as they are pushed into position. The reader may think this extremely foolish and ignorant on the part of a layerout—but we are all human, and it is common knowledge that the man who has made no mistakes has not had any experience to speak of. In laying out such duplicate work the second sheet is always done more mechanically and from memory, and when finished, you would stand on your head swearing it is absolutely a perfect match to the other one. But the men who must set the tubes think and talk differently; in many cases and so cock sureness is not always a good trait.

The lower tubes we see are designed to the 30 degree triangle. The proper thing for the interested reader to do is to draw

all these designs we show here. To merely look at them and say, this is so big, that so far; this is made this way, etc.—that is meaningless. To actually draw these designs is more valuable than just looking at them. The more senses you can bring to bear on this work, the easier and longer you will remember and the more these things will mean to you.

At the top of front flue seat, the measurements for angle bracket stays are shown. Some of these must be associated with the side elevation Fig. 1. Then, too, we see in the outer rings, the holes to be cut for the steam pipes and just where to place them, also how the liner sheet fits in at the bottom. The only way to get all of these pointers is to pick out the measurements and draw them as you see them.

Correspondence

Hoboken, N. J.

Dear Sir and Brother:

Owing to the fact that election is over and the candidates that aspired for office on the Democratic ticket that was indorsed by all labor organizations in the state of New Jersey, were elected, I feel it my duty to ask you to insert these few lines in next regular issue of Journal:

It is a homely saying that "there is more than one way to kill a cat," meaning, of course, there is more than one way to get what you are after. Just because you are barred or blocked in one direction in a worthy objective is no reason why you should sit down and worry about it, if we had in the past two months, those who were the sponsors of recent injunction, which was brought about to wipe out organized labor would feel that their actions were well thought of. Extreme obstinacy is a dangerous thing, unless you are more than sure you are right and our brothers, who have been on strike since July 1st, 1922, knew they were right and done as they were advised to do by not only their local officers, but International Vice-President, John J. Dowd, and all other International Officers, and that was to cast a vote for those they thought were their friends, and wipe out of office those who have been dormant, now let's see if some consideration will not be shown to those who stood behind the successful candidates.

Some few months ago certain people who tried to make people think they were good, loyal union men, but since have crawled back to work circulated a rumor that Bro. William Black, a boilermaker, who is a member of Sub. Lodge 16, of Jersey City, was doing the trick on a railroad in this locality, which is a lie, and has caused some uneasiness for Bro. Black. Now I wish to inform

all of our brothers throughout the state that Bro. Black who is around 60 years of age has a record just as clean today as it was when he first became a member of our organization, and we feel proud to think we have him in our ranks and hope he lives to be with us for years to come.

We are about to pass through a year that was not as good as our membership would have liked it to be, but it's never that bad that it could not be worse, health is wealth, and some of us have much to be thankful for, so let's all hope that the New Year will bring us better times so that we may be able to enjoy the many comforts of life that have been beyond our reach during 1922.

In conclusion I wish to extend to members of L. 163 all Sub. Lodges and International Officers a bright and Merry Christmas and a Happy and Prosperous New Year. I am Fraternally yours, D. J. McGuinness.

Philadelphia, Pa.

Dear Sir and Brother:

The boys on the Pennsylvania Railroad in Philadelphia are still on the firing line, and no one knows it any better than W. W. Atterbury, but he will get better acquainted with it in a short time, as our boys are more determined now than ever to fight along these same lines until we put this Railroad and all that it stands for on the scrap heap, and make it a decent railroad for good, law-abiding American citizens with union cards in their possession to work upon, or go to H—— fighting.

The company is using all kinds of tactics to induce our men to return to work by visiting them and their wives, fake telegrams, letters, phone calls, starting false rumors about men returning to work and other things too numerous to mention. Last week

the company started a rumor in Hamburg that we voted to return to work in a body, and also that 1,200 men went back in a body but if they did we can't account for them and the company is more generous than it has been in the past for they must let them off to come to our meetings every day. Up until today we have lost fifty men out of 1850 since July 1st, and our greatest trouble is getting sufficient money to aid our needy members. We have everything here in fine shape, all yards are full of cars. Motive power in bad shape, all trains running late, every engine house full of dead engines with no one to do the work. At the present time the company would fire about twenty of scabbiest scabs for just one common boilermaker. I am yours fraternally. James Slaughter, C. S. L. 514.

November, 1922.

To All Organized Labor, Greeting:

During this season of the year every one is more or less interested in Christmas shopping. A great amount of money will be spent. This fact gives the wide-awake trades unionists food for thought, as they realize the golden opportunity to expend their Christmas savings for the products of organized labor.

Cigars, tobacco, cigarettes, writing paper, slippers, collars, shirts, underwear, gloves, hosiery, suspenders, belts, and neckties can all be obtained with the union label, and always prove most acceptable gifts.

Father may need a new overcoat, raincoat, a new hat or pair of shoes. Supply his need and watch for his look of pleasure when he sees the union label. That will make the gift doubly precious to him.

Brother may long for a new razor, a new traveling bag, or a musical instrument of some kind. Many housewives would appreciate a new stove or range or a new mattress. The thrifty housekeeper would appreciate a barrel of union flour. A union-made desk or table will supply a long felt want of many.

In making all purchases your patronage should be given to those stores employing union clerks and union drivers.

Many churches engage an orchestra to assist the choir at Christmas. If you have the true trade union spirit you will see that union musicians are engaged by those in charge.

You will see that all Christmas programs are printed on union water-marked paper and that the label of the Allied Printing Trades appear on them.

Should any of the Christmas season entertainments include refreshments, see that union bread, cake, meat, and soft drinks are served by a union waiter.

By carrying out these suggestions you will make it a "Merry Christmas" for many of

your fellow workers in the American labor movement, as by reason of your patronage more of the organized workers will be employed.

With best wishes, I am fraternally yours,
John J. Manning, Sec.-Treas., Union Label
Trades Department.

THEY VOTED.

Now that campaign clouds are over,
And the truth shines through once more
Sister States may take, as pattern, those
good men

Who we voted into office,
In this state of wheat and ore
With it's lakes we often count in thousands
ten.

In a cold November drizzle,
She—sure voted.

G. O. P.'s were left a fizzle
When—she voted.

or she left her house work stand,
Took her husband by the hand,
And with purpose bold and grand—
Yes—she voted.

Now that all the votes are counted,
And the INS are OUTS at last—
We may draw a good deep breath of thank-
fulness,

or there is no longer danger
As there has been in the past—
Of the Farmer being cursed instead of blest.
Yes, the Farmers all got busy,
And—they voted.

G. O. P.'s became quite dizzy
When—they voted.

Farmers donned their Sunday best,
Gave their hired-men a rest,
Told their women to get dressed
And—they voted.

We will not sit back and worry
What the laws are going to be,
For the hand that cast the vote shall rule
the State—

And the time is drawing nearer
When the rule of tyranny
Shall no longer be the Laborers' dire fate.
All loyal Labor men turned out
And—they voted.

The G. O. P.'s were much in doubt
When—they voted.

From the railroad, mine and mill,
Labor turned out with a will—
Vicious government to kill,
And—THEY VOTED.

—M. P. Sheldon, Mpls., Minn.

East Boston, Mass.

Dear Sir and Brother:

At the November 6th meeting of Lodge
585, Brother Edward McMillen, Chairman of
the Strike Committee of Railroad Lodge No.
371 (comprising union boilermakers and

helpers who worked on the Boston and Maine R. R. system prior to July 1st, 1922,) addressed the meeting and told the members of the deep laid plans of the railroads in this part of the country to get their locomotives repaired in the various shipyards and contract shops where they anticipated little trouble in having the work done, on account of the inadequate organization of the trade at those places, and he urged all good union men to refuse to do any unfair work, and his remarks were warmly seconded by President John H. Hancock, Ex-President John J. Minton, Vice-President Daniel Higgins and Brothers James J. Farren and Arthur Higgins.

Bro. McMillen also told his hearers that it was practically impossible for International Vice-President, Bro. John J. Dowd, to leave New York City at the present time, where he is in general charge of the conduction of the strike of the various railroad shop crafts, numbering many thousands of men in that locality, where John J. Dowd is doing all that is humanly possible to bring about, as speedily as possible, an honorable settlement of the controversy, although his usual robust health has been sadly taxed by the terrific strain on his mental and physical faculties.

The membership of Lodge 585 is steadily increasing. A large number of former members having been reinstated during the last month. Ex-Business Agent, John J. Welch, addressed the members of the Boston Railroad lodges recently and the boys all agree that "Jack" has got the "punch" in expressing his opinion of the present attitude of the railroads where members of this organization are on strike.

The fast approaching season of winter does not appear to be very promising to many union men of any craft in this vicinity, for reasons that the writer has already set forth many times in these columns, but we are hoping for the best.

A few of the former "leading lights" who once upon a time awed their associates of Lodge 585 into a mental state similar to the frozen silence of the Yukon with the vivid recital of their heroic deeds along the lines of trade unionism are still strangely missing from the meetings and from membership. What is the answer? I don't know, but time in its pitiless flight towards the frowning chasm of eternity, shall probably solve the mystery of their inconsistencies. Yours fraternally, Daniel B. McInnes, C. S., L. 585.

Rock Island, Ills.

Dear Sir and Brother:

We are all striking valiantly at this point and are determined to win if persistence will do the job. The U. S. Marshals are after us every day. I have been arrested twice; was acquitted the first time on a

charge of kidnaping and assault with deadly weapons, to-wit: a gun, however, they had the wrong party and after being locked up for six hours, I was released on bond of \$3,000, and the next day the complaining witnesses were brought here and stated positively that a mistake was made and the Grand Jury dismissed the case. Imagine me pulling off any such deed. The second arrest was made a week later and I was locked up in Rock Island one day and Peoria a day and night before they gave me a hearing, which was just sharp practice, as their charge is trumped up and when the case is called, if it ever is called, I will make a monkey out of the Marshals who signed the affidavits.

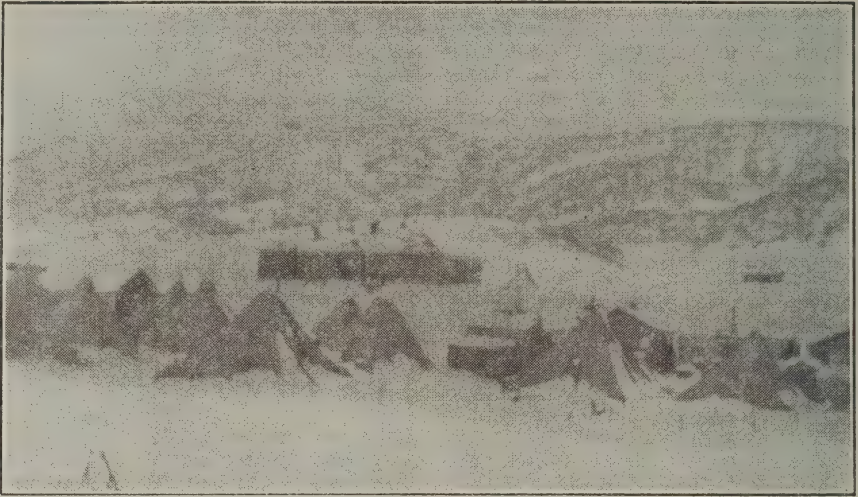
I was not in Silvis that day at all and they know it now, but seeing that I was Secretary of the Strike Committee, they set out to get me. Maybe they will, but not if there is any sort of square dealing. I am charged with inciting a riot and defying the U. S. Marshals in violation of the injunction.

Well, I hope I pull through all right. One Marshal who made the chief affidavit against me is fired for drunkenness so I think perhaps I will not be called to trial.

With best wishes for a speedy settlement, I am, your Fraternally, Mat J. Andrews, B. A. L. No. 377.



Photo of Bro. W. T. Wyatt (Deceased). Formerly a Member of Lodge 226, Salisbury, N. C., Died Sept. 23, 1922.



Tent Colony Erected by Striking Shopmen at Soldier's Summit, Utah.

Soldier Summit, Nov. 15, 1922.

Dear Sirs and Brothers:

Please publish the following in your Journal:

We are on top of a mountain here 7,440 feet in the air. We came out on strike 100 per cent and have had only one desertion. On August 1st we were put out of the Company houses and moved in tents. Since Aug. 2nd we have run a commissary but now with a long, hard winter upon us and the Company using every means to try and get the men to break ranks we find ourselves in bad shape. There is a local injunction on top of the national injunction and the only way we can make this strike effective is by our presence. Saturday, Nov. 4th, we had a 16-inch snow and a blizzard with it and took 8 tents down, the tents are dangerous and those of us that can live in crude shacks made of old R. R. ties and second hand lumber and have to pay as high as \$25.00 a month rent for same. There is no other source of employment here except the R. R. Co. Enclosed find a picture of our tent colony here. The strikers here are putting up a good fight at an awful sacrifice. There were 120 men came out here and we are feeding from our commissary 98 adults and 63 children, it costs over \$200.00 a month for coal and between \$250.00 and \$300.00 a week to run our commissary. Thanking you in advance, we remain, yours for an honorable settlement.—J. A. Cottrell, Chairman; R. A. Bult, John Schneider, L. R. Demson, Irvin Johnston, R. F. McArdle, Sec'y, Ex. Committee.

NOTICE.

Chicago, Ill., October 27, 1922.

Dear Sir and Brother:

We are taking this means of asking a

small favor in regard to having a small notice printed in the next issue of your monthly Journal, under your fraternal section, or any where that it best suits your convenience and where your members will be most apt to read it.

The following is about what we would like printed, but you may change it somewhat if you think necessary as long as the general idea is carried out:

"The Chicago Order of Railroad Telegraphers' Club, known as the Cort Club, a social branch of the Order of Railroad Telegraphers, announce that they are giving a Grand Ball at the Lexington Hotel, Michigan Avenue and 22nd Street, Chicago, on Wednesday evening, December 20th, 1922. All card holding unionists, their families and friends are cordially invited. Receipts from sale of tickets are to be used in expending the Club and carrying on the good work they are now doing."

Thanking you in advance for this favor, we are, fraternally yours, G. W. Ware, Secretary-Treasurer, 3551 Wilton Ave., Chicago, Illinois.

Neodesha, Kas., Oct. 25, 1922.

Federated Shop Crafts.

Dear Sirs and Brothers:

This is to advise you that we are all out here and expect to stay that way until a settlement is made with our System Federation.

Will also say that the Frisco railroad tried to get a resolution passed by the Chamber of Commerce and citizens of Neodesha, throwing the town open to the strike-breakers, but some of our business men and citizens saw what was going on and they passed the following resolution, which is in our favor and which it would be well for you to have printed in your daily paper. H. Lynn, Sec'y. Fed. Shop Crafts.

Resolutions.

Neodesha, Kas.,

Oct. 24, 1922.

At a called meeting of the citizens of Neodesha the following resolutions were offered and adopted:

That, All places of business of Neodesha sell their merchandise to any citizen paying for same as long as they act as law abiding citizens. Our places of business are open to the public, and governed by the laws of the State of Kansas.

It Is Further Resolved, That all law abiding citizens be given the protection of the city and,

Be It Further Resolved, That a copy of this resolution be mailed to the officials of the Frisco Railroad, with the request that they meet with the Federated Shop Crafts, and endeavor to make a just settlement of their differences at an early date. J. W. Bogue, Mayor of Neodesha; G. C. Pitney, Cashier Neodesha Nat'l. Bank; C. R. White, President Chamber of Commerce.

Brother Casey:—We are still 100 per cent; please advise me if you don't think this is pretty good. We think it is, here.

Harvey Lynn, Boilermaker, Reg. No. 45,000; Delegate Last Convention.

Neodesha, Kans.

Dear Sir and Brother:

It is rumored that there will be no place

to keep Farmer Davis, Gov.-Elect's C. O. W., when he goes to Topeka as Governor.

There will be plenty of room to keep the family cow, however, when Governor Allen and his Bull moves out.

How the score stands to date—27 to 0 in favor, we have a real umpire coming on the job now, Old Man Cold Weather.

There were 27 engine failures this month so far, we have had none so far, still 100 per cent.

Now if we will stay on our bases and play ball we can shut them out in the last half of this inning or the first half of the next for you know that the umpire we have now is a hard boiled one, when he says OUT, don't argue the case, he is law.

Let 'em put 'em over the plate, and don't fall for any of their propaganda, keep that upper lip stiff.—H. Lynn, Shop Craft.

Miami, Ariz.

Dear Sir and Brother:

Please put the following notice in the Journal: Bro. R. F. Willcox died in Miami, Ariz., Oct. 17th. Brother Willcox has been a member for twenty years, and a member of this local only six months, but was well liked both as a brother and as a man. We send our sympathies to all his family. Brother Willcox's body was shipped to Pocatello, Idaho. Yours fraternally, Russel Schornick, S. L. 187.

International Correspondence

New Castle, Australia.

Dear Sir and Brother:

I am in receipt of your letter of August 18th, and have received copies of your Journal up to September issue, also report of official proceedings of the Railway Employes Department of the A. F. of L., for which please accept my best thanks.

According to press cables your coal and railway strikes are practically settled, and I am pleased to learn that some satisfactory results are likely to accrue therefrom.

We are passing through a troublous time here so far as industrial conditions are concerned. The State Government met in New South Wales recently and passed an Act repealing the Eight Hours Amendment Act of 1920, which gave the workers in this State the benefit of a 44-hour week. As a result of the repeal of this Act, the Arbitration Court is being inundated with applications by the Employers' Associations for variations of awards in the various industries to revert to the 48-hour working week, for the same rate of pay as now obtains for the 44-hour week. There is a good deal of talk of resisting this action, but in view of the great deal of unemployment,

and the lack of funds with most of the Unions, I am afraid that the fight will have to be postponed.

A number of our members are locked out in various parts of Australia as a result of disputes between the Employers and the Engineering Unions, whose award under the Commonwealth Arbitration Act was recently varied by increasing the hours from 44 to 48 per week.

We have been threatened for some time with a coal strike in Australia but as a result of important conferences held this week there is every reason to believe that a crisis in the industry will be averted.

The local Steel Works still remain practically closed. The management recently applied to the Arbitration Court for a 10 per cent reduction in all wages in excess of £3/10/- per week. This latter sum represents the ascertained living wage by the New South Wales Board of Trade. Originally the company wanted to reduce wages to £3/10/- per week, but owing to the great opposition of public feeling against this drastic cut they amended their claims to the foregoing. They are taking the fullest

advantage of the economic position of the workmen.

I am pleased to learn that industrial conditions show a decided improvement in your country and that with the settlement of your two big strikes the general revival of business should take place. I dare say that normal conditions will be enjoyed in America before we see the last of the depression in this country.

I note with interest the articles and illustrations in your September Journal from Mexico and was pleased to learn that our brother craftsmen in that country were prepared to stand by their American comrades. I have not had any correspondence

from our Mexican friends for some time, but have been forwarding them copies of our report from time to time.

I regret to say that I have not yet heard from your Secretary-Treasurer in answer to the letter which you were good enough to turn over to him for me some time ago. I desired the information for our Interstate Conference to be held next month, but I fear that in the pressure of other matters, this has been overlooked by Brother Flynn and that the information will not reach me in time for the said Conference.

With best wishes to yourself and comrades. Yours fraternally, J. O'Toole, General Secretary.

In Memoriam

Notice of the following deaths of members and relatives of members have been received with suitable resolutions of sympathy:

MEMBERS.

Bro. W. T. Wyatt, member of Lodge 226, Spencer, N. C., died September 23, 1922.

Bro. W. L. Pendergast, member of Lodge 626, Chicago, Ill., died recently.

RELATIVES OF MEMBERS.

Father of Bro. H. G. McGowan of Lodge 238, Clifton Forge, Va., died recently.

Mrs. Joseph Vickers, wife of Bro. Joseph Vickers of Lodge 597, Escanaba, Mich., died October 6th, 1922.

Mother of Bro. A. B. Kanes of Lodge 32, Kansas City, Mo., died recently.

Father of Bro. Ed Stumpf of Lodge 32, Kansas City, Mo., died recently.

Co-Operation

COOPERATORS TO ATTEND WORLD PEACE CONGRESS

Cooperators throughout the world are to be represented at the World Peace Congress, which has been called by the International Federation of Trade Unions to meet at the Hague from December 10th to 15th, by the president of the International Cooperative Alliance. The cooperative societies of each country has also been asked to send representatives to the Congress, which will dis-

cuss what the workers of the world can do to promote peace.

The place of the cooperative movement as an agent of peace is side by side with the trade unionist and organized farmers of the world. It is a healthy sign to see the leaders of all producers' movements conferring together to banish war.

MANY UNIVERSITIES OFFER COOPERATIVE EDUCATION

Great strides are being made in the development of cooperative education in America according to a report of the U. S. Bureau of Labor Statistics recently made public. Twenty-five of the thirty large universities and colleges which replied to the inquiries of the Bureau regarding courses in cooperation report that they offer such training either in separate courses or in connection with courses in economics, labor problems, marketing problems, farm management, etc. Seven universities give separate courses in either consumers' or farmers' cooperation.

The subject of cooperation receives the greatest amount of attention in Columbia

university and the University of Minnesota. Columbia university gives a winter course in agricultural cooperation and a spring course in consumers' cooperation, whilst passing attention is given to the subject of cooperation in another course called "Economics of Food Marketing." The University of Minnesota offers a special short course of twelve weeks for the study of "The Co-operative Mode of Economic Functioning as Compared with the Competitive and Governmental, as to Motivation, Organization, Business Practice, and Public Control." Although presented from the point of view of farming populations, the course also deals with the question of consumers' coopera-

tion on account of the relation of the cooperative store and of cooperative buying to agriculture.

The University of California gives a separate course in cooperative marketing and distribution, as does also the University of Kentucky, where, however, the course touches upon consumers' cooperation as well. Work in agricultural cooperation is done at the University of Illinois, and considerable attention is given also to this subject in the courses in labour and labour legislation. A course in cooperative organization in agriculture is offered in the Iowa State College of Agriculture and Economic Arts. At the University of Missouri a gen-

eral course is given dealing with both the consumers' and the agricultural phases of cooperation; and a book on "The Economics and Practice of Cooperation" is in preparation by the university.

The increase in the amount of training in cooperative methods and principles which is offered to workers in the universities is one of the most hopeful signs of cooperation in America. The greatest need of the cooperative movement is a constant flow of trained leaders such as these educational courses can develop. The universities of the country can do an unlimited service to the public by extending and intensifying their courses in cooperation.

COOPERATIVE BANKING AND HOUSING FEATURE THIRD COOPERATIVE CONGRESS

The Third Cooperative Congress, held in Chicago, October 26th to 28th, under the auspices of the Cooperative League of America, brought together some 70 delegates from a total of 289 consumers' cooperative societies with a membership of 82,000 mainly concentrated in the central west. The greatest interest of the Congress was aroused by the sessions on cooperative banking and home building. Cooperative banking was covered by Warren S. Stone, President of the Brotherhood of Locomotive Engineers Cooperative National Bank, and Walter F. McCaleb, Manager of the Bank. The report on cooperative home building by Mayor Daniel W. Hoan, of Milwaukee struck a new note of cooperative achieve-

ment, demonstrating that cooperative ownership, erection and ownership of healthful homes for the people is possible without private profit. The "Milwaukee plan" has already succeeded in building ninety beautiful homes at 40 per cent less than the prices of private-profit contractors.

A significant action of the Congress was the adoption of a resolution calling on the executives of the Cooperative League to make all possible efforts many of whom are already united in the All American Cooperative Commission, which is doing an important work in promoting and coordinating the cooperative efforts of producers and consumers.

AUSTRIAN WORKERS LEAD WORLD IN COOPERATIVE PRODUCTION

While cooperative groups in some countries are debating the feasibility and efficiency of cooperative production, the workers of Austria are proving by actual achievement that cooperative productive enterprises not only increase the total production of the nation, but also result in better wages, improved working conditions, and an actual reduction in the cost of their goods by reason of superior efficiency. A report of the success of cooperative production in Austria just received by the All American Cooperative Commission shows that cooperation is the only stable factor holding together the Austrian state and that the success of the Austrian workers in cooperative production surpasses the record of any other country in the world.

The Austrian cooperative factories, like similar thriving establishments in England and France, encourage the consumers' cooperatives to invest capital and take part in the administration of the business. In addition they permit state or municipal bodies to become shareholders, thus representing the public at large. Indeed, their remarkable progress is doubtless due to the fact that they have secured enough capital for efficient and large scale production by cooper-

ating with the municipalities. The net profits made by these cooperative productive enterprises, after deducting the cooperative share of the city or the consumers, go to the workers individually, or in some cases as a group.

The "greatest and most ambitious experiment" made by the Austrian workers is the cooperative operation of what was formerly the greatest arms and munitions plant in the country, but now manufactures machinery, rolling stock, furniture, etc. With an investment of 450,000,000 crowns by the state, this establishment is run by about 3,300 workers and has already turned in a net profit of 55,000,000 crowns.

Another great producers' cooperative, the Settlement and Building Material Association was formed jointly by the Central Union for Housing and Settlement, the State and the city of Vienna. It has done splendid work in promoting the building of dwellings through supplying the cooperative and municipal building societies with materials at greatly reduced rates.

Beating the private manufacturer by 50 per cent is the record of the United Shoe and Leather factories, which were formed by the Cooperative Wholesale Society, the

State, and the Agricultural Producing Distributive Centre. Operating with a Capital of 3,000,000 crowns, these factories turn out over 1,000 pairs of shoes per day.

Other successful cooperative production enterprises in Austria include the Pharmacy Centre in Vienna which furnishes hospitals and clinics with medical supplies at half the market price; the Vehicle Building Works in Graz, which mends and repairs all kinds of vehicles; and the Cooperative Outfitting and

Clothing Company, which is now the leading factory in the Austrian textile industry, supplying cloth to labor organizations at prices which are 20 per cent less than the open market. Besides these important institutions, there is a strong Building Guild, a producers' cooperative organized by 250,000 building trades workers which has reduced the cost of building in Austria as much as 50 per cent, and is regulating the construction of houses for the poor of the country.

"COOPERATORS' DAY" NEW INTERNATIONAL PROPOSAL

At the first meeting of the Executive Council of the International Cooperative Alliance held in Germany since the Great War, a universal "Cooperators' Day," to correspond to the May Day of European labor has just been unanimously established. The first Saturday in July is adopted as the official "Cooperators' Day," and a call sent out to the 27,000,000 affiliated cooperators throughout the world to make plans for

celebrating this day in 1923. This action by the International Cooperative Alliance follows the marked success of the Belgian cooperators' annual "cooperation week," during which cooperative literature and addresses are given in all the labor unions, civic bodies, and even many of the churches, while a house-to-house campaign takes the cooperative message to every family bread-buyer.

News of General Interest

TRADE UNIONISTS UNWILLING TO WAIVE RIGHT TO TRIAL BY JURY

By John P. Frey, Editor, International Molders' Journal.

It is possible that the trade-union attitude toward violations of the law when injunctions are granted during strikes is not thoroughly understood. Many injunctions issued during an industrial dispute restrain, among other things, the committing of crimes and misdemeanors. As the trade-union movement is opposed to crimes and misdemeanors, as it does not intend to apply unlawful methods in conducting a strike, the clauses of injunctions restraining the committing of crimes have not been given the thoughtful consideration they deserve.

When a judge about to issue an injunction asks of the strikers' attorneys whether they are opposed to crime, misdemeanor and lawlessness, the invariable answer, and the quite proper one, is that the strikers intend to obey the law and conduct the strike in a lawful manner. And this statement is invariably accepted by the court as good grounds for inserting within the injunction, provisions which restrain criminal acts. Because of this there is a seeming belief that the trade-union movement is not opposed to those features of an injunction which restrain strikers from committing lawless or criminal acts extending from ordinary misdemeanor to murder.

The attorney's attitude and the judge's position would be made more clear, and the issue involved brought full daylight, if the judge would ask the attorney whether there was any objection to having strikers restrained from committing crimes, and the strikers' attorney would reply, in substance

saying, we have no objections, your honor, because in view of the fact that my clients are on strike they are agreeable to waiving their right to a trial by jury if any of them should be charged with any violation of the law in connection with the strike.

There can be few times in the wage earner's life when the right and protection of a trial by jury is more important than during an industrial conflict, and yet the great majority of modern injunctions take away, by the stroke of a judge's pen, the right of those enjoined to a trial by jury. Those enjoined are subjected to charges of contempt of court for having violated that portion of the restraining order prohibiting lawless acts, and find themselves charged with crimes, frequently the victims of frame-ups, without any opportunity of having a jury pass upon the facts.

Courts of equity do not restrain the commission of criminal acts outside of labor disputes, because they have no authority for so doing, neither have they any better authority for restraining striking workers from committing criminal acts. But this feature of the writ of injunction is of particular value to the employers; it is intended to have a terrifying effect upon the strikers. It is intended to place within a judge's hands an authority which is denied to him otherwise. It operates under the guise of contempt charges to place those accused before a judge who becomes legislator, prosecutor, judge and jury.

In one of his remarkable expressions of opinion upon this subject, Henry Clay Caldwell, one of the nation's greatest Federal judges, said:

"Jury and injunction are terms which can-

cel each other. In proportion as the injunction is expanded the right of trial by jury is restricted. And this result is not a mere incident to the use of the writ; in many cases its real purpose is to deprive a party of the right of a trial by jury. Armed with this powerful writ which has no definite boundaries or limitations and which may be used at discretion, the power—the Federal Chancellor—may be fairly characteristic as imperial.”

Not only is the trade-union movement most vigorously opposed to the writ of injunction as it is applied in labor cases, but especially is it opposed to those clauses of the injunction which restrain the committal of crimes or misdemeanors, because these features are intended to, and do, prevent trials by jury when strikers are accused of lawless acts in connection with a strike.

An illustration of the results following such restraining orders is afforded by the strike of our members (molders) in Milwaukee, in 1906. Some 250 members were arrested at various times, charged with either misdemeanors or more serious crimes in connection with the strike. Their cases were tried either in the Police Court or before juries, the result being that not a single conviction was secured. A Federal injunction, however, was issued, and under its provisions six or seven of the strikers were punished and imprisoned for contempt of court. During this period a number of professional strike breakers and armed guards were arrested charged with crimes against the strikers. Thirty-seven of these were convicted and served sentences of from six months to seven years. Had the 250 members who were arrested been charged with contempt of court, it is probable that most, if not all, of them would have been found guilty of contempt and

sentenced to either pay fines or serve terms of imprisonment.

The trade-union movement is opposed to lawless methods during strikes. It is opposed, among other reasons, because lawless methods invariably injure the strikers more than any one else, and in addition turns the friendly sentiment of the community against it. But the trade-union movement is just as strongly opposed to having its members restrained by an injunction-granting court from committing crimes and misdemeanors, because in this they know there is involved a denial of the right of trial by jury, the greatest safeguard which the individual has to protect himself when wrongfully charged with committing offenses. As Lord Commissioner Maynard, of England, says:

“Trial by jury is the subject's birthright, an inheritance as his lands were, and without which he is not sure to keep them or anything else. This way of trial is his fence and protection against all floods and surprises, and against all storms of power.”

In more condensed, but fully as impressive language, Lord Camden, one of England's greatest jurists, said:

“Trial by jury is, indeed, the foundation of our free constitution. Take that away and the whole fabric will soon mould into dust.”

The trade-union movement insists that being a union man or a striker in no way, manner or form modifies any of the trade-unionists citizen rights. The vilest criminal is entitled to a trial by jury. Men struggling to maintain their standard of living are entitled to at least an equal protection. The trade-union movement will not surrender the right to a trial by jury, because its members may be involved in industrial controversies.

SHIP SUBSIDY MENACE IS TO BE REVIVED

By International Labor News Service.

Washington, D. C.—Congress is to be called into session on November 20 to finish putting through the administration program. This means a desperate effort to put over the ship subsidy bill and the so-called departmental reorganization scheme engineered under the special guidance of the president.

In view of the fact that all possible administration pressure will be brought to bear to put through these propositions, it is clear that only the most effective opposition can save the people from the burdens and losses which would follow.

International Labor News Service analyzed the ship subsidy bill at the outset and showed just how it was calculated to serve entrenched wealth, to make possible a shipping monopoly, to drive the small owner off the seas, to enslave labor and in general to make the merchant marine a mother lodge of gold for the few.

Opposition in the last session was sufficient to hold back the measure. Pressure of the tariff bill also helped to keep the

subsidy on the shelf. But the tariff bill is out of the way of Congress and in the way of John J. Public's pocketbook and the matter of next importance is the subsidy.

Those in Washington who are watchful in the public interest hope that there may be a rousing protest against the subsidy proposal registered with members of Congress as soon as the session begins.

The reorganization scheme may or may not be as significant as its sponsors have hoped it would be. But in any event it is expected that if possible the reorganizers will attempt to go as far as possible in the work of dismantling the department of labor and the department of agriculture. If anything prevents taking the heart out of these departments it will be public protest.

The election results may have some result in toning down proposals against the public interest, but labor observers are in general inclined to feel that those who hold that belief are inveterate optimists. It is clear that the only safety lies in vigilance and protest.

SCENES OF MEXICAN REBEL ACTIVITY ARE DISCLOSED BY PAN-AMERICAN EXECUTIVE.

By International Labor News Service.

Washington, D. C.—In view of the recent press reports of rebel activities in Mexico, the following statement, signed by Samuel Gompers, Chester M. Wright, James Lord and Canuto A. Vargas, as the executive committee of the Pan-American Federation of Labor, was issued for publication at the offices of President Gompers:

"With the remarkable strides towards the stability and reconstruction of Mexico for which the Obregon Government must be credited, it is inconceivable that the Mexican people will tolerate another revolution.

"It is quite true that two or three little bands of mal-contents have taken to the Sierras in armed opposition to the present regime, the leaders being General Juan Carrasco in Sinaloa and General Francisco Murguia in Chihuahua. But even if there were a just cause for revolution, which there is not, neither of these men is big enough for the job.

"There is no doubt that these so-called revolutionary leaders are not deriving the least encouragement from the Mexican people in their rebellious activities. Their source of encouragement is the fact that the United States Government is still unaccountably withholding its official recognition of the Mexican Government. About two years ago there were a lot of people, in and outside of Mexico, who believed it a physical impossibility for the Obregon Government to remain in power unless it was speedily recognized by the United States. The same opinion is still held in some quarters, and it is for that reason that so long as the recognition of the Mexican Government is withheld by the American Government, attempts to plunge Mexico into another revolution will be the order of the day.

"The secret of the achievement of what to some people seemed impossible two years ago, the reason why the Obregon Government is still in power, despite the non-recognition policy of the United States Government, lies in the very fact and in no other, that the Mexican people know that the Obregon Government is the one ray of hope that has emanated from the darkness of the revolutionary period strong enough to assert itself over the reactionary forces which have been constantly plotting for a restoration of the old order of things.

"San Antonio, and El Paso, Texas, seem to be the rendezvous for these Mexican mal-contents who value more their own petty, unwholesome ambitions than the welfare of

their country and their people. Others are nursing their impotency and mediocrity in Havana, while the vitriolic pen of still others is an insult to the hospitality of San Francisco, California.

"But as far as the masses of the Mexican people are concerned, the two years of uninterrupted reconstruction efforts, crowned by the Mexican National Congress with the unanimous approval of the agreement negotiated by the Mexican Government, with Mexico's creditors, should be, and no doubt is, the answer to such men as Francisco Murguia, Pablo Gonzales, Felix Diaz, and other luminaries of less importance, who would not hesitate to gamble with the destinies of the Mexican people for their own personal gain.

"As the disinterested and sincere friends of Mexico that we are, we believe that any Mexican who attempts at this stage of Mexico's reconstruction to imperil the worthy efforts of the Obregon Government to place the country upon a firm basis of uninterrupted progress, is not worthy of the respect of his people.

"The future of Mexico, as a nation and as a people, has yet to be carved, and today, when the most well-intentioned and unselfish group of men in Mexico's history are directing her destinies, we believe it is the bounden duty of all Mexicans, regardless of political affiliations, to bury their differences in the greater and nobler task of laying the foundation upon which Mexico's future is to be carved.

"In issuing the above statement, the Executive Committee of the Pan-American Federation of Labor is guided by the best of motives—the desire of seeing Mexico occupying the place to which she is rightfully entitled among the family of American nations, and a continuance of the revolutionary plotting that has been going on among a few Mexican malcontents is certainly not helping any the achievement of the goal which the great majority of the Mexican people have set for their country.

(Signed)

"Samuel Gompers, President,
 "Chester M. Wright,
 English-Language Sec'y,
 "James Lord, Treasurer,
 "Canuto A. Vargas,
 Spanish-Language Sec'y,
 "Executive Committee,
 Pan-American Federation of
 Labor."

WORKER IS ONLY ONE JAILED WHEN LABOR BOARDS HAVE "TEETH."

Certain senators are preparing the public mind for a movement in congress to "put teeth" in the labor sections of the Cummins-Esch act.

The public is told that decisions by the railroad labor board "will be made enforceable on capital (meaning capitalists) and labor alike."

This seems fair to the element of our population that forms its opinions by reading newspaper headlines, but organized workers know different.

The public is assured that "capital (meaning capitalists) favor this plan."

Why wouldn't they? It would fling the strike power from the hands of labor, strip workers of their most effective weapon and place their liberty and welfare in the hands of a government agency.

A railroad labor board award cannot affect the liberty of a capitalist. His identity is lost in the corporation and a corporation cannot be jailed. A corporation may be fined for violating an award, but that will be charged to operating expense and rates screwed up so that dividends are assured, no matter how large the fine.

To talk of jailing a capitalist is ridiculous. One of his managers might go to jail, but a hired man is not a capitalist. To conjure an extreme possibility, let us assume the president of a railroad is sent to jail—until he is released by habeas corpus proceedings. But he, also, is a hired man. He is not a capitalist.

Who will say that the railroad labor board would dare reach down into Wall Street and jail a capitalist if the standing of Mr. Morgan or Mr. Kuhn because one of their corporations violated an award?

Even were this possible, there yet remains a fundamental difference between jailing workers and jailing a capitalist for violation.

When the worker is jailed because he sues one of these awards.

The capitalist is jailed because he refuses to pay a certain wage rate, or because he objects to improving working conditions. This is merely a difference of opinion between the capitalist and the labor board. There is no principle involved between the two parties. Their standards of living for the workers is but a point of view, with both insisting that their guess is correct. He demands work and refuses to accept the board's decision, his personal liberty is involved, while dollars is the only thing involved in the capitalist's case.

The worker refuses to labor under conditions distasteful to him. He quits and induces others to quit.

The capitalist can get out of jail if he will let the board set wages for him, just as the interstate commerce commission sets freight rates for him.

The worker, too, can get out of jail, but he must surrender his liberty.

Or, to put it another way—the capitalist is in jail because he clings to his dollars and the worker is in jail because he clings to a free man's rights.

In the first instance, money is involved. In the other instance, human liberty is involved.

The proposal to empower the railroad labor board to enforce its awards harks back to the middle ages when boards were given identical powers now demanded by the national administration.

The only difference is that then the hand-cuffs did not indulge in hypocrisy and cant to hide their purpose.

URGE SHIP SUBSIDY.

Washington, D. C.—Congressman Campbell, chairman of the powerful rules committee of the house, wants congress to pass the ship subsidy bill before March 4 next.

Congressman Campbell was defeated for renomination and will retire when this congress adjourns sine die March 4. Scores of other congressmen and several senators will follow Mr. Campbell, though they will assist in making laws during the short session of congress, which convenes the first Monday in December next and adjourns on March 4.

After election these "lame ducks" will not be responsible to the public, and it is expected that then the ship subsidy will be jammed through. A large number of federal jobs are to be filled by the president, who has his heart set on the ship subsidy. Among the jobs are a score of appointments as federal judges. These life-long positions have just been created by congress. Many of the "lame ducks" have their eyes on these jobs, and it is not expected they will stray from the party reservation when the ship subsidy bill is under consideration.

MOLDING PUBLIC OPINION.

Chicago.—Much anti-union propaganda issued from commercial bodies and chambers of commerce is inspired by railroad managements, declare striking shop men, who cite a letter to station agents of the Chicago, Rock Island & Burlington from a high official of that road. The station agents are given this order:

"I wish you would personally give this memoranda to the secretary of your commercial club or any other civic body, ask him if he will have the subject brought up for discussion at an early meeting."

The letter then attempts to absolve railway managements, and pleads for the truth to be made known. It closes with this untruthful statement:

"In this controversy the shop crafts employees have not only constantly refused to recognize the United States labor board, or any of its edicts, but I have information indirectly that they have lately imposed unreasonable and arbitrary conditions for settlement of the controversy, and insist that all of their demands be complied with, otherwise they will continue on strike."

BANKERS DEMAND STATE DENY RIGHT TO STRIKE.

Railroad officials have been energetic in denying the charge that their efforts to combat the organized railroad shop workers were in pursuance of the policy laid down by financial interests. In view of the protestations made by certain spokesmen for the reactionary element in railroad management, the declarations of the recent convention of the American Bankers Association in New York are of interest.

In the first place, the bankers declared themselves "opposed to the continued attempts to establish further governmental commissions, which tend more and more to hamper industrial and commercial development of the country." The bankers wish the discontinuance, however, only of such commissions as may seem to interfere with business.

On the question of labor the bankers adopted the following declaration:

"We are glad to note an end of the recent strikes in fundamental industries as we hope that the period of peace in industrial life will be used for the purpose of careful investigations to serve as a basis for a permanent method of adjustment of the questions arising between employer and worker.

"It is our belief that in these industries whose continued operation is essential to the wellbeing of the whole people, organized

strikes should be regarded as against the welfare of the state. We make a sharp distinction between the right of the worker to leave his unemployment and the attempts made by the intimidation to compel those employes to leave their post, who otherwise would be willing to work."

Thus it is clear that while the bankers wish an unrestricted field for business operation, they demand restrictions on labor which are entirely in line with the policy assumed by the reactionary section of railroad management. For labor the bankers want "careful investigations" which will, of course, necessitate the appointment of commissions. As a logical next step they want it declared that "Organized strikes" are "against the welfare of the state." Obviously if strikes such as the bankers have in mind are "against the welfare of the state," the state will be expected to enact laws forbidding such strikes.

No one expected the bankers to assume any other attitude, and it is worth recording that this is the attitude they have assumed, particularly in view of the protestations and declarations made by railroad officials and by other big business executives, whose industrial policies labor has repeatedly declared are but the echo of the commands of great business interests, whose primary object is the making of profit.

LABOR PRESS SHOULD BE MORE LOYALLY SUPPORTED.

By Samuel Gompers, President, American Federation of Labor.

On Labor Day, 1922, the workers of America should consecrate themselves anew to the support and extension of the Labor Press.

The Labor Press is doing splendid work in defending and advancing labor's cause. Without it, organized labor would be indeed poorly equipped in its efforts for the protection of the wage earners.

Wage workers are coming to rely more and more on the Labor Press to get the facts on subjects which affect them most closely. They are learning that the employer-owned press cannot be relied upon to support labor's interests at those crucial times when there is need of support to shape public opinion for the truth and justice of labor's cause.

In labor controversies there is always need of saying the right thing at the right time. It gives the workers an advantage when the advantage is needed. The labor papers are on the job to do this work.

It is of immeasurable value to the work-

ers to have these regular publications of their own to give consideration to the general principles of the labor movement and their application.

It is of equally immeasurable value for them to have a press that will strike hard and to the point and persistently on crucial questions in defense of labor's rights.

The influence of the Labor Press is also felt outside the labor movement. It compels the general public press to be more truthful and decent in its attitude toward labor and the labor movement.

Agitate! Educate! Organize!

This is the slogan of the trade unionists in their struggle for the emancipation of all the workers.

In this struggle the Labor Press is one of the workers' greatest assets.

Let us pledge ourselves on Labor Day, 1922, to give the Labor Press that one hundred per cent support which its loyalty to the workers' cause splendidly earns and deserves.

JUDGE SCORES RAILROAD EFFORT TO PERPETUATE WRIT AFTER STRIKE IS ENDED.

Milwaukee, Wis., Oct. 00.—Judge Ferdinand Geiger on Sept. 28 vacated an injunction against the striking employes of the Chicago, St. Paul and Milwaukee Railroad after the workers had returned to work

under the agreement, but it was Geiger's own injunction and not that obtained by Daugherty.

Judge Geiger had previously granted an injunction similar in a measure to that is-

sued at Chicago when the strike ended. Attorneys for the road attempted to keep it in force and to prosecute men cited under it. Judge Geiger refused and designated the attempt of the road as an effort to keep a club suspended over the head of the workmen.

The judge in his decisions did refer to the Chicago litigation as follows: "This complainant, the railroad, cannot on the one

hand take cognizance of the fact that the government is a party to these proceedings that a public obligation is sought to be enforced and public grievances sought to be redressed and restrained and go to the extent of helping the government at Chicago in the prosecution of its suit and on the other hand negotiate with the conspirators for a settlement of the controversy. The two cannot be reconciled."

NEW FORM OF TREACHERY.

Edmonton, Alberta, Canada.—Officials of the defunct one big union in Winnipeg are urging the organization of a dual railroad men's union, and the Alberta Labor News asks: "Who is prompting the o. b. u officials to carry on their campaign?"

The labor paper stamps this move as "probably the most traitorous of a long line of treacherous attempted betrayals of the organized workers in western Canada.

"When the railway men and miners of this continent are fighting for their very existence, the O. B. U. Bulletin is carrying on a campaign with the deliberate purpose of destroying the workers' confidence and disrupting their organizations.

"The nature of the comment in the O. B. U. Bulletin gives weight to the doubt which arises regarding the real source of the O. B. U. campaign."

WAR SAVINGS STAMPS DUE.

War Savings Stamps of the series of 1918 become due and payable on January 1, 1923. The people who bought these stamps will receive their full value upon redemption and will find that the money they saved five years ago has earned every year about four per cent compounded interest. In order to afford holders of war savings stamps an opportunity to continue their investment in a safe government security, the Treasury Department is offering an exchange of War Savings Stamps for Treasury Savings Certificates. The certificates are issued in denominations of \$25, \$100 and \$1,000, maturity value, and sold for \$20.50, \$82 and \$820, respectively. Holders of War Stamps can get them at these prices upon application through their own banks or their post offices. Exchanges will be made as of January 1, 1923, upon applications presented between November 15, 1922, and January 15, 1923. Immediate payment will be made in cash of any difference due the holder of War Savings Stamps if he takes the largest possible amount of Treasury Savings Certificates on the exchange.

The growing inclination of the people to save and their desire to find a safe reinvestment for their money leads treasury officials to believe that a large part of the six hundred million dollars in War Savings Stamps soon to become due will be exchanged for Treasury Savings Certificates.

WON'T ACCEPT AWARD.

Ottawa, Ontario, Canada.—The Canadian Pacific railroad company refuses to accept a wage award by the board of conciliation in its dispute with organized railroad clerks. The board was appointed under the Lemieux act. The railroad has informed the deputy minister of labor that the award is too high.

OIL MELON ASSURED.

New York.—Stockholders of the Standard

Oil Company of New Jersey have ratified the increase in common stock, and a 40 per cent stock dividend. The common stock will be increased from \$110,000,000 to \$625,000,000.

Future profits that would amount to 30 or 40 per cent on the old capitalization will not look so formidable or arouse such public resentment when they are spread over the new capitalization.

PEDDLED SAME OLD DOPE.

New York.—"An impartial committee," appointed by the president for every railroad dispute, was favored by James A. Emery, attorney for the national association of manufacturers, before a meeting of business men in this city.

Mr. Emery's plea is the same theory of the railroad labor board, except that the new scheme is sugar coated. There is no mention of workers and managers discussing differences or no hope for a better understanding. As this condition makes organization necessary, and Mr. Emery's paymasters favor individual bargaining, he trots out the same dope that was used when the railroad labor board was created.

SAYS FARMERS REVOLTED.

Chicago.—The fury of farmers over the deflation policy of the federal reserve board proved a "revolt against landed aristocracy" in the recent election, according to Benjamin C. Marsh of Washington, managing director of the farmers' national council.

"In 1920 about 38 per cent of the farmers were tenants and by 1930 probably one-half will be tenants," said Mr. Marsh. He said the federal reserve board carried out its deflation policy at the behest of profiteers who made \$20,000,000,000 net profit out of the war or a million dollars net profit for every three boys who lost their lives during the war.

Compilation of Labor News

By International Labor News Service.

MANY OLD GUARDSMEN PASS TO PRIVATE LIFE

Washington.—Among the outstanding victories of labor at the last election was the defeat of former United States Senator Beveridge of Indiana, who was a candidate for the senate. During his primary campaign he posed as a progressive and liberal. When nominated he pleaded the cause of reaction. He attacked organized workers, and declared in favor of pending reactionary legislation. His attacks on labor were answered with interest. This apostate will continue a private citizen, and his presidential nomination two years hence is no longer a possibility.

Senator Sutherland of West Virginia was also defeated. He is responsible for the appointment of George McClintic, a corporation lawyer, to the federal judiciary. The new judge made judicial history by enjoining miners from living in their tent colony, which they maintained in Mingo on private land, leased by them.

Senator Poindexter of Washington, advocate of handcuffing labor to its task, is in the list of those who will stay at home after March 4 next. Senator Myers of Montana,

another handcuffer, "sensed" the coming storm and declined to be a candidate, after serving 12 years.

Senator Kellogg of Minnesota, advocate of "protection to aliens," was defeated. He introduced a bill which would permit federal authorities to invade a state and take charge of a strike when it involved even one single alien.

Governor Allen of Kansas and his "can't-strike" law pass out of the public eye with the defeat of his candidate for governor and the election of a governor who is pledged to repeal this law.

George Hunt was elected governor of Arizona. He held that office in 1915 when miners suspended work in the Metcalf-Morenci copper district. Governor Hunt notified the copper barons at that time that they could not import strikebreakers or gun men into the state. The miners secured a settlement.

Governor Sweet, the new state executive of Colorado, is committed against cossack rule in strikes.

GREATEST COAL MINE EVILS BEYOND WORKERS' CONTROL

Washington.—The flippant manner some employers treat industrial discord and their disregard for cause and effect is shown in a statement by bituminous coal owners to the president's fact finding coal commission.

The coal owners declare that the frequency of coal strikes constitute the gravest problem in their industry.

This statement follows a letter written by the miners to the commission, in which attention is called to certain fundamental defects in the industry. The miners also declared for the complete recognition of their right to organize and bargain collectively. It was the latter point that aroused the coal owners, who now charge that strikes are the dominant evil.

This charge by the coal owners is not sustained by the highest coal authority in this country—the United States geological sur-

vey, which stated, on February 4 last, that for the past 20 years strikes have caused but 10½ per cent of the time lost in mines.

"In the 20-year period, 1900-1919, the operators reported a total loss of 124,747,199 man-days through strikes, but the loss attributable to other causes was 1,053,576,000 man-days, or eight and a half times as great as the strike loss. To put it another way, in two decades American coal miners lost one and a sixth billion working days, of which 10.5 per cent was ascribable to strikes and 89.5 per cent to other causes, chief of which are no market, car shortage and mine disability."

It would be supposed that the coal owners would face these facts, and assist in checking such a waste of man-power. Instead, facts are ignored, and the commission is regaled with fairy tales about wicked coal miners.

WHAT DO THEY MEAN?

New York.—Does Wall Street intimate that public officials are partial to special privilege?

One correspondent throws out that hint. Discussing the effects of the election, he says the idea seems to prevail in business circles that the election is a protest against "the tendency to favor special rather than

general trade interests."

As an indication of how quickly Wall Street can swallow a bitter dose, the correspondent says that the reduced majority of the dominant party in congress will check "reactionary tendencies in legislation and lead to a more liberal and efficacious handling of business problems."

ALLENISM IS ENDED; LABOR VINDICATED

Topeka, Kan.—The election in this state has smashed Allenism. The new state executive, Jonathan M. Davis, has repeatedly declared against the Kansas "can't-strike" law. Since the election he said:

"The industrial court law has been unfair and unjust and there is no need or a place for it in Kansas. There have been only a few cases before it and none of them have been settled satisfactorily."

Mr. Davis's opponent was supported by Allen.

Because the state senate is a holdover the legislature is politically opposed to the governor, who can make the law impotent, despite the legislature. Many of the lawmakers are not enthusiastic over the law since the election.

The passing of Allen and his creed is another sky rocket that for the moment at-

tracted attention. Allen traveled through the country urging his "can't-strike" law, which was copied from the English code of the middle ages. He was advertised like a three-ring circus by secret and open defenders of reaction in the hope that his un-American doctrine would spread. Two years ago he was seriously urged as a vice-presidential candidate, because, the public was told, he "has solved the labor problem."

Editors of influential newspapers sang the praises of Allenism, and the tune was carried on by educators and others who are supposed to know history and the constitution of their country.

Single handed organized labor fought Allenism. Trade unionists repeatedly predicted Allen's finish when urging workers not to be swept off their feet by this latest frenzy and fad.

JAPANESE BARRED FROM CITIZENSHIP

Washington.—The United States Supreme court has ruled that Japanese are ineligible to citizenship.

The court stated that "in all of the naturalization acts from 1790 to 1906 the privilege of naturalization was confined to white persons (with the addition in 1870 of those of African nativity and descent), although the exact wording of the various statutes was not always the same."

Declaring that it is the duty of the court "to give effect to the intent of congress,"

the opinion proceeded to determine the intent "by giving the words their natural significance."

The court intimated that it agreed with counsel for the Japanese when reference was made to "the culture and enlightenment of the Japanese people."

The court said there was no suggestion of individual unworthiness or racial inferiority in the decision. "We have no function in the matter other than to ascertain the will of congress and declare it," said the court.

ANTI-UNIONISTS SQUIRM UNDER INJUNCTION ATTACK

New York.—The current issue of Law and Labor attacks John P. Frey's expose of the labor injunction evil. Law and Labor is published by the league for industrial rights, formerly known as the anti-boycott association.

The anti-unionists agree that injunctions are vague "and that the average striker does not know what they mean." For a remedy, they say the "court and counsel must cooperate to eliminate this," and that "the courts will finally evolve a law of employer and employe that will stand the test

of public scrutiny and criticism."

The belief that courts should make law reveals the wide chasm between anti-unionists and organized labor.

Law by the judiciary is the very essence of labor's objection to the injunction in industrial disputes.

What the anti-unionists intended to be a criticism of Frey's book is in reality an indorsement of its fundamental principle.

The alleged criticism again proves that the injunction process can not withstand publicity and searching inquiry.

WOULD CURB JUDGES

New York.—The American bar association's committee to prepare a code—a set of working rules—for the judiciary includes Chief Justice Taft of the United States supreme court.

It is stated that lawyers and judges believe certain arbitrary acts of judges are not within the law and have become so common as to be a menace to the proper administration of justice. This, the lawyers say, threatens to develop in the public lack of respect for the court's decisions.

Instances are cited where judges are clearly outside the legal function of a judge. There are numerous incidents of this kind which are not only extra-judicial and unauthorized by law, but dangerous because the judge, who is held to be at all times bound by the law and to interpret it, puts himself above the law and goes outside of it to invent a punishment.

The lawyers' complaint sounds like a trade union resolution.

CHEAP WAGE ADVOCATES WANT "WORTHY" ALIENS

Pittsburgh, Pa.—The immigration law should be changed so the number of "worthy applicants for citizenship" could be increased, according to J. M. Larkin of the Bethlehem steel corporation, speaking before the national personnel convention in this city.

Later in his talk Mr. Larkin uncautiously revealed that he is less interested in "worthy applicants for citizenship" than in changing the immigration law, which "works a hardship on large employers," he said.

These sentiments are in line with the "labor shortage" propaganda. In this city the steel mills and other manufacturing plants are holding wages to the lowest level.

LONG WORK DAY URGED BY CHICAGO & ALTON.

Washington.—The confidence railroad managers have in the railroad labor board is indicated by the Chicago & Alton's request that the eight-hour day be abolished, said President Gompers. The Alton is in the hands of a receiver.

"That the Chicago & Alton should ask the railroad labor board to authorize lengthening the work day to 10 hours for train service and yard men, and should ask for abolition of time and one-half for overtime, is not startling news," said President Gompers.

Why should not the railroads ask for whatever they want, after the amazing encouragement they have had from the august assemblage presided over by Judge Hooper?

"Surely it is time the railroad labor board was scrapped. We shall see what the board will do with this outrageous request, a continuance, clearly of the great union-hating

The steel barons then cry "labor shortage." The same conditions prevail throughout the western part of this state, where men are refusing to work long hours for starvation wages.

Reaction's plan is to create a belief in the public mind that a labor shortage exists. This public opinion will be capitalized to secure free immigration and permit industrial corporations to have a squad of unemployed at every factory gate.

These employers are now affecting a patriotic interest in the class of immigrants that should be admitted. This is one of greed's favorite claims. It sounds good at banquet talks, and gives their cheap labor quest a patriotic angle.

drive of organized predatory power. But we wait with little hope of justice or reason. The leopard cannot change its spots and the railroad labor board is not likely to change the character of its decisions.

"The past conduct of the board is perhaps an indication of what may be expected in this case. Every development since the board began to function proves the falsity of the concept upon which it was established. The whole institution is wrong in theory and reactionary, oppressive and destructive in practice.

"As long as attacks of this character are made upon the labor movement it is impossible to give full attention to constructive work for the betterment of industrial life and the advantage of all of our people. The sooner the railroad labor board goes the better for America. Liberty and progress are not safe while that institution survives."

TO PROBE LABOR ISSUE

Washington.—With the approval of the president, Secretary of Labor Davis has appointed the following commission to probe Hawaiian labor conditions:

John Donlin, president of the building trades department, A. F. of L.; Fred Keightly, secretary of the Amalgamated Association of Iron, Steel and Tin Workers; L. E. Sheppard, president of the Order of Railway Conductors; Otto R. Hartweg, president Oregon state federation of labor, and Hywell Davies, commissioner of conciliation, department of labor.

WANT ORCHARD PARDONED.

Boise, Idaho.—State officials and ex-officials head a petition to the state pardon board to free Harry Orchard, private detective, stool pigeon and self-confessed slayer of Governor Stuenenberg in 1905.

These were the times of bull pens for Idaho unionists, who were demanding better working conditions in the mines.

Moyer, Haywood and Pettibone of the old Western Federation of Miners were ac-

Sugar planters in the Hawaiian islands are urging the admission of Chinese under the plea of a labor shortage. Recently the Hawaiian legislature asked the federal administration to appoint a commission to investigate this question.

Paul Scharrenburg, secretary of the California state federation of labor, recently visited the Hawaiian islands and investigated the labor question as a representative of the A. F. of L. His report was printed in the American Federationist.

tually kidnapped in Denver and carried into Idaho by officers of the law and there placed on trial for complicity in the killing of Stuenenberg. The kidnaping aroused labor. The three men were acquitted. Orchard, a private detective, confessed that he killed the governor and was sentenced to life imprisonment. The trial revealed that Orchard had a long record as a stool pigeon and spy. Now Idaho's "best citizens" want him pardoned.

SAVE RAILWAY ACT, CRY BUSINESS MEN.

New York.—Election results alarm railroad financiers, who fear that an assault will be made on the Cummins-Esch act. They especially fear an attempt to repeal the section that takes from the various states the right to regulate railroads wholly within that state. The railroads would rather do business with a central head not directly responsible to the people, than with officials of the various states.

The alarm of the railroads is increased because of the passing of so many of their friends from the senate, and the necessity for reorganizing the important senate interstate commerce committee. When the next regular session of congress convenes, the commerce committee roll will not include such names as Townsend of Michigan, Poin-dexter of Washington, Kellogg of Minnesota, Frelinghuysen of New Jersey, Myers of Montana and Pomerene of Ohio.

WANT CONTENTED FARMERS.

New York.—At a conference of bankers and others in this city President Cromwell of the New York stock exchange expressed alarm over the discontent of farmers. Mr.

Cromwell suggested that investment bankers "bend their efforts toward cultivating the confidence of the farmers." He said this sort of business might not be profitable at first, "but bankers are in honor bound to do something for the rural people."

The speaker said there exists "a strong suspicion" on the part of the farmers that they have been handed the hot end of the poker. This suspicion, it was declared, was founded "almost" entirely upon misunderstanding.

CHEAP PATERNALISM.

Chicago.—The Pullman Company announces that its "free" life insurance for employes whose annual wage is \$2,000 or less will become effective December 1. The company withholds the right to say upon whom this blessing shall be bestowed.

This cheap paternalism is linked up with the Pullman Company "union," which is intended to offset the increase of trade unionism.

In a recent statement President Gompers of the A. F. of L. showed that if the Pullman concern can enforce its company "union" this will supersede boni fide trade unionism in negotiating with the company under the transportation law.

Smiles

MIGHT BE WORSE.

Two friends who had not seen each other for years, met by chance on a train and the ensuing dialogue took place:

"Hello, Ole! How you bane?"

"Pretty good. I bane got married."

"Dot's good."

"Not so good. My wife she have nine children."

"Dot's bad."

"Not so bad. She have a million dollars, too."

"Dot's good."

"Not so good. She won't spend it."

"Dot's bad."

"Not so bad. My wife she's got a fine house; I don't pay no rent."

"Dot's good."

"Not so good. The house it burned down yesterday."

"Dot's bad."

"Not so bad. My wife she bane burned up in the fire."

"Dot's good."

"Yes. Dot's good."—Ex.

GETTING OUT A PAPER.

Getting out this paper is no picnic.

If we print jokes, folks say we are silly. If we don't they say we are too serious. If we publish original matter, they say we lack variety.

If we publish things from other papers, we are too lazy to write.

If we stay on the job, we ought to be out rustling news.

If we are rustling news, we are not attending to business in our own department.

If we don't print contributions, we don't show proper appreciation.

If we do print them, the paper is filled with junk.

Like as not some fellow will say we swiped this from an exchange.

So we did.

OTHERWISE, SHE'S ALL RIGHT.

Simpson had been invited to the wedding of his friend, Tom. Arriving at the home, Simpson was formally introduced to the bride—whom he had never met. After the ceremony, Simpson drew his friend aside.

"Tom," he whispered, "what in the world is the matter with you? Why, that woman is twice as old as you! Her hair and teeth are false, and she's as ugly as a toad!"

"You needn't whisper, Simpson, she's also deaf."—Ex.

Lady—Aren't you ashamed to beg? You are so ragged that I am ashamed of you myself.

Hobo—Yes, it is kind of a reflection on the generosity of the neighborhood, mum.—
The American Legion Weekly.

NOT SUCH A LARGE PLACE.

It seemed that when Rastus and Sam died they took different routes; so when the latter got to heaven he called Rastus on the phone.

"Rastus," he said, "how yo' like it down thar?"

"Oh, boy! Dis here am some place," replied Rastus. "All we have ter do is to wear a red suit wid horns, an' ebery now an' den shovel some coal on de fire. We don't work no more dan two hours out ob de twenty-four down here. But tell me, Sam, how is it with you up yonder?"

"Mah goodness! We has to git up at fo' o'clock in de mawnin' an' gathah in de stahs; den we has to haul in de moon and hang out de sun. Den we has ter roll de clouds aroun' all day long."

"But, Sam, how comes it yo' has ter work so hard?"

"Well, to tell de truf, Rastus, we's kin' o' short of help up here."—Ex.

Two men were waiting for a train and one said: "I will ask you a question, and if I can not answer my own question, I will buy the tickets. Then you ask a question, and

if you can not answer your own, you buy the tickets."

The other agreed to this. "Well," the first man said, "you see those rabbit holes? How do they dig those holes without leaving any dirt around them?"

The other confessed: "I don't know. That's your question, so answer it yourself."

The first man winked and replied: "They begin at the bottom and dig up!"

"But," said the second man, "how do they get at the bottom to begin?"

"That's your question," was the first man's rejoinder. "Answer it yourself."

The other man bought the tickets.—Boston Post.

SO LONG, BROWN.

"Sorry, Brown," said the doctor after the examination. "You're in a very serious condition. I'm afraid I'll have to operate on you."

"Operate!" gasped Brown. "Why I haven't any money for an operation. I'm only a poor working man."

"You're insured, are you not?"

"Yes, but I don't get that until I'm dead."

"Oh, that'll be all right," said the doctor, consolingly.—Ex.

Poetical Selections

THE QUITTER.

By Robert W. Service, in Forbes.
When you're lost in the Wild,
And you're scared as a child,
And Death looks you bang in the eye,
And you're sore as a boil,
It's according to Hoyle
To cock your revolver and . . . die.
But the Code of a Man
Says: "Fight all you can!"
And self-dissolution is barred;
In hunger and woe, Oh,
It's easy to blow . . .
It's the hell-served-for-breakfast that's hard.

You're "sick of the game?"
Well, now, that's a shame.
You're young and you're brave and you're
bright.
You "had a raw deal?"
I know—but don't squeal,
Buck up, do your damndest, and fight!
It's the plugging away
That will win you the day,
So, don't be a piker, old pard!
Just draw on your grit,
It's easy to quit;
It's the keeping your-chin-up that's hard.

It's easy to cry
That you're beaten—and die;
It's easy to crawfish and crawl;

But to fight and to fight
When Hope's out of sight—
Why, that's the best game of them all!
And though you come out
Of each gruelling bout
All broken and beaten and scarred,
Just have one more try—
It's dead easy to die—
It's the keeping-on-living that's hard!

STICK IT OUT.

When your world's about to fall
And your back's against the wall,
When you're facing wild retreat and
utter rout;
When it seems that naught can stop it,
All your pleas and plans can't stop it,
Get a grip upon yourself—stick it out!

Any craven fool can quit,
But a man with pluck and grit
Will hold until the very final shout;
In the snarling teeth of sorrow
He will laugh and say: "Tomorrow
The luck will change. . . . I guess,
I'll stick it out."

The luck does change; you know it,
All the records prove and show it
And the men who win are men who
strangle doubt,

Who hesitate nor swerve,
Who have grit and guts and nerve,
And whose motto is—Play hard, and
stick it out.

So you, when things go wrong,
And you think you can't last long,
That you've got to quit nor wait the
final bout;
Smile, smile at your beholders,
Clench your teeth and square your shoulders,
And fight! You'll win if you but stick
it out!

—Edmund Leamy, in Forbes Magazine
(N. Y.)

IGNORANCE.

What do you know of the lives of toilers
If you've never worked in the dust and
grime,
If you've never sweated at blazing boilers
Or dug in the caisson's ooze and slime?
Do you know the ache of the straining
sinew?
The weary drag of the creeping days
Which saps the strength and the spirit in
you?

Oh, what do you know of the toilers'
ways?
Have you known the murk of the drifts and
tunnels
Where men dig ore for your gold and
steel?
Have you fought the seas as they sweep the
gun'ales
When the deck's aslant and the mastheads
reel?
Have you felt the scorch when the melting-
kettle
With white-hot iron is all ablaze?
Have you puddled and worked with the
seething metal?
Then what do you know of the toilers'
ways?
You sit in your club and speak of labor
As "blind and grasping, and full of
greed!"
But what do you know of your toiling
neighbor.
His dull harsh task and his heavy need?
Your hands are spared from the dreary
drudging
That labor's known since the world began,
Then who are you that you dare be judging
The dreams and hopes of your fellow
man?
—Berton Braley.

Lodge Notices

Oden-Hughes.

Anyone knowing the present whereabouts
of Joe Oden a boilermaker, last heard of
was in Casper, Wyo., will please notify Bro.
Virgie Hughes, Washington Hotel, Ft.
Worth, Tex., as he is wanted on important
business.—H. E. Glasscock, Sec'y. L. 458.

Orr-McLeese.

Any Secretary taking up the card of Adam
Orr, Reg. No. 81792, will kindly notify the
undersigned as he owes \$76.00 with interest
that he borrowed of Bro. Robt. L. McLeese.
—E. A. Cherington, Sec'y. L. 182.

LIST OF MEMBERS PREVIOUSLY ADVERTISED.

Black—Lodge 566.

Ed. Black, Reg. No. 417029, owes borrowed money amount-
ing to \$15.00 to E. Brown. Any Secretary taking up his
card will please hold same until this debt, contracted Sept.,
1920, is paid.—Thos. M. McCabe, S., L. 566. July Journal.

Green—Lodge 663.

Any Secretary taking up the card of Albert Green, Reg. No.
39371, will please hold same until he pays a board bill of
\$10.00.—W. Stett, C. S., L. 663. July Journal.

Sill—Lodge 90.

Bro. C. E. Sill, Reg. No. 279068, boiler maker and sus-
pended member of Lodge 90, owes a note at the State Bank of
Sugar Creek, Mo., for \$100. This note is past due, and
was endorsed by Bros. J. O. Brooks and Lon Keeton. Any-
one knowing the whereabouts of these men please correspond
with C. G. McCoy, Secretary, Lodge 90. August Journal.

Johnson—Lodge 66.

Any Secretary taking up the card of Bro. F. T. Johnson,
Reg. No. 105211, please hold same and correspond with the
undersigned. This brother left Crane, Mo., the first part
of May, deserting his wife and baby. By order of Lodge 66,
F. M. Seaton, Secretary, Lodge 66. September Journal.

Harnett—Lodge 582.

Any Secretary taking up the C. C. of Bro. J. P. Harnett,
Reg. No. 52539, please hold same and correspond with the
Secretary of Lodge 582, as this brother left here owing Bro.
Ben L. Cambre the amount of \$11.75, which Bro. Cambre
signed his note for. W. L. Curtis, Secretary. September
Journal.

Kelly, Et Als—Lodge 16.

Any Secretary taking up the cards of Thomas Kelly, Reg.
No. 33870; George Webb, Reg. No. 359023, and John McGee,
Reg. No. 290686, will please hold same and correspond with
Lodge 16, as these brothers borrowed various amounts from
Lodge and failed to pay same back. September Journal.

Cowles—Lodge 116.

Anyone knowing the whereabouts of L. C. Cowles, Reg. No.
250509, please communicate with Secretary of Lodge 116, for
he left here owing a bill of \$20.80. Last heard of he was
working in Austin, Minn., L. 650, but left there without
taking clearance card. Louis Lindsay, C. S., L. 116. October
Journal.

Pandoff—Lodge 111.

Bro. Geo. Pandoff, Reg. No. 408787, left here August 1st
owing Lodge 111 \$58.00 and some money around town, and
deserting wife and baby, who are destitute, without applying
for clearance card. Anyone knowing of his whereabouts please
notify E. R. Galligan, S., L. 111. October Journal.

Whalen and O'Brien—Lodge 163.

Any Secretary receiving cards of Bros. James Whalen, Reg.
No. 137490, and Patrick J. O'Brien, Reg. No. 110060, will
hold same and communicate with D. J. McInnes, S., L. 163,
to whom they owe money. November Journal.

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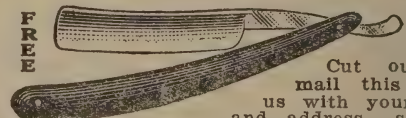
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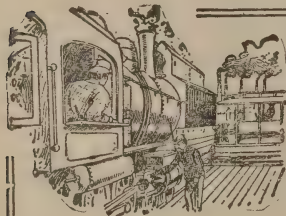
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BOILERMAKERS JOURNAL FASHION ARTICLE.

There is much that is interesting in the new jaunty suits with short jackets, belted or without belts. Braid, embroidery, fur band or a finish of plain stitching are all equally in good taste. The length of the jacket may be a little below the hips or, for mature figures, in fingertip length.

Some new suits show blouse jackets, with added peplums or one-piece models of this type, that are in hip length and belted, slightly below or at the normal waistline.

Three tier skirts are new and very attractive.

Draped effects are seen everywhere, and call for the use of buckles and clasps.

Wider skirts are seen, since they have become longer, but the fullness is cleverly disposed in folds and draperies.

The waistline strives toward the normal, sleeves are long, hems of uneven length, and there is a variety of necklines comprising every conceivable shaping.

Circular effects are well thought of in skirts and tunics.

Capes are in vogue both long and short.

The cape finish on a dress is gracefully becoming to most figures, especially to those that are faulty.

Brown promises to be the leading color for suits especially, and that means brown in many shades.

Black is as ever popular and goes well with silver or gray furs.

Chic tailored costumes are shown in one-piece effects, made up in woolen reversible fabrics, plaid, or striped or plain. The blouse or coat portion may be of the one side and the skirt and sleeves of the reversed side.

It is the popular desire that tailored skirts shall remain short,—3 or 4 inches above the ankle bone, and that the width at the foot shall be governed by the size of the hips, in order to give an appearance of grace and comfort to both slim and stout figures.

Color will be shown in all its intensity and beauty, not only in trimmings but also in materials.

4181. Misses' Dress. Cut in 3 sizes: 16, 18, and 20 years. An 18-year size requires $4\frac{1}{2}$ yards of 40-inch material. The width at the foot of the skirt is $2\frac{1}{4}$ yards. Price 12c.

4187. Girls' Dress. Cut in 4 sizes. 6, 8, 10 and 12 years. A 10-year size requires $2\frac{3}{4}$ yards of 44-inch material. Price 12c.

4193. Ladies' Apron. Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A medium size requires $4\frac{1}{2}$ yards of 36-inch material. Price 12c.

4144. A Dainty Sacque. Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A medium size requires $1\frac{1}{2}$ yards of 32-inch materials. Price 12c.

4177. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires $5\frac{1}{2}$ yards of 40-inch material. The width at the foot is $2\frac{1}{4}$ yards. Price 12c.

3854. Girl's Dress. Cut in 5 sizes: 6, 8, 10, 12 and 14 years. A 10-year size requires $2\frac{1}{2}$ yards of 44-inch material. Price 12c.

3656. Ladies' House Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 5 yards of 36-inch material. The width of the skirt at the foot is 2 yards. Price 12c.

4196. A New Doll Set. Pattern comprising the Doll and garments, is cut in 3 sizes: Small, 12 inches; Medium, 16 inches; Large, 20 inches in length. The Doll requires for a medium size $\frac{1}{2}$ yard. The Rompers $\frac{1}{2}$ yard. The Suit and Hat, $1\frac{1}{4}$ yards of 27-inch material. Price 12c.

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Send 12c in silver or stamps for our up-to-date fall and winter 1922-1923 Book of Fashions, showing color plates, and containing 500 designs of Ladies', Misses' and Children's Patterns, a concise and comprehensive article on dressmaking, also some points for the needle (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker.

Change of Address

Address all orders for patterns and catalogs to Beauty Pattern Co., Dept. B. J. 1188 Fulton St. Brooklyn, N. Y.



Index to Volume 34—1922

<

Page	Page	Page	Page
Schreiner, B. J., L. 37.....	Roof, Margaret O.316	Liberal Forces Seek Unity	The U. S. Supreme Court
73, 76, 360, 466, 573	Committee, L. 27.....362	in Political Action.....107	Strikes Labor a Deadly
Rany, C. E.73	Elsemore, Burt.....362	Would Abolish Electoral	Blow.....300
McLaughlin, P., L. 154.....74	Mathews, Harry, L. 359.....362	College and Elect Presi-	American Federation of La-
Committee, L. 587.....74	Reg. No. 98623, L. 37.....363	dent By a Popular Vote.108	bor Convention.....301
Anderson, G. W., L. 118.....74	Com., L. 40 and L. 102.....363	Printing Memorial Resolu-	Administration Influence
Nelson, Andrew, L. 708.....74	Com. of Detroit M. C. R.	tions.....109	Trying to Jam Ship Sub-
Bennett, Travy.....75	B.363	The Terms of Agreement	sidy Craft Through Con-
Bledsoe, Ed., L. 551.....76, 221	Parker, G. A.364	With the Structural Iron	gress.....302
Meyer, G. E., L. 15.....76	Ormsby, Robt., L. 125.....365	Workers to Be Enforced.109	A Mine Worker Leader
Faatz, E. D., L. 15.....76	Shea, Jos. T., L. 411.....365	Congressman McSwain	Cleared of the Charge of
Donations Received for	Connolly, F. P.417	Would Limit Power of Su-	Treason.....303
Cramp's Strikers.....76, 77	McMurry, J. G.418	preme Court to Annul	Accidental Death of Bro.
Peal, L. C., L. 42.....78	Committee, L. 10.....418	Laws.....110	Edward Butler, Presi-
Committee, L. 102.....78	Dreyer, Wm. H.419	The Arms Parley to An	dent of Dist. Lodge 85.304
Dustin, A. M., L. 11.....78, 313	Tate, D. W.420	End.....111	Death of Bro. Guy Fortune,
Love, Walter, L. 454.....79	Statement of Facts (Breck-	Our Government Policy Stil-	Vice-Pres. of Lodge 83.304
Spratley, G. H. 329.....79	enridge, Minn.).....420	ling Foreign Trade Adds	A Turbine Locomotive In-
Mathews, Harry, L. 359.....79	Buehler, John.....421	to Industrial Stagnation.112	vented.....304
Central Labor Council &	Callahan, Mrs. Clara.....424	An Old Mail Order House.112	The Supreme Court Goes to
Building Trades' Council.79	McKenna, J. C.424, 425	Editorial Notes.....113	the Rescue of the Grain
McGuire, M. J., L. 6.....80	Sheldon, M. P.425,	Former Director General	Gamblers.....305
O'Leary, V. J., L. 94, 81, 184	425, 467, 467, 469, 519.	McAdoo Refutes Slander	Justice Demands Recogni-
Blades, Wm. T., L. 77.....81	520.....560	of Railroad Employees.....157	tment of Mexican Govern-
Porzic, F. H., L. 102, 81, 361	Crawford, L. E. L. 170.....465	The Proposed Ship Subsidy	ment.....305
Davidson, H. G., L. 704.....82	Bratt, T.466	a Huge Craft.....158	All of Our Members Should
Committee, L. 113.....82	Modern Version.....466	Government Employees Re-	Read Labor.....306
Otto, Nick, L. 81.....82	Gunn, H. L., L. 259.....466	ceive Little Consideration.159	A Nation Wide Strike of a
Blest, Mrs. R. R., L. 82, 129, 130	Correspondent, L. 468.....467	Canal Employees Given a	R. Shopmen, in Protest
Klumpff, F. J., L. 84.....82	Blair, C. M., L. 83.....467, 522	Raw Deal.....160	Against Wage Slashing. 349
Hech, J. F., L. 82.....82	Hutchinson, J. W., L. 102.....469	A Wer for Financial	The "Labor Board," Rankly
Freeman, R. A., L. 105.....83	Hullace, T.469	Publication Says Labor	Partisan, Would Organize
Gorman, T. C., L. 15.....83, 130	Trish (M. F. Sheldon).....474	Journals Are Effective.....161	Strikebreakers.....351
Committee, L. 212.....83	O'Connor, J. F., L. 57.....519	Expert Opinion Confirms	Labors Honors Its
Harvey, W. F., L. 503, 121, 219	The Chamber of Commerce	Our Belief in the Wis-	352
McHugh-Peal, L. 42.....121	& Agriculture, Tuxtepec,	drom of Opening Trade	Counterfeit Wages Causes
Committee, L. J.....122	Oaxaca, Mex.520	With Russia.....162	Strikes, Says a Business
Committee, L. 51.....122	Davis, H. L.522	We Should Encourage	Man.....352
Wilson, P. J., L. 283, 123, 128	Slaughter, James.....539	Those Not Citizens to	Railroad Managers Ask I.
Committee, L. 345.....123	Marling, John.....560	Become Such.....163	C. C. Suspend Inspec-
Michaels, J. C., L. 169, 123	McArdle, R. F.562	Congress Is Slow to Act On	tion Law.....353
Committee, L. 184.....124	Ware, G. W.562	Ford's Offer for Muscle	Shop Crafts Hold a Mon-
Hoar, C. S., L. 77.....124	Lynn, H.562, 563	Shoals.....163	ster Parade and Meeting
McPherson, R. J., L. 184, 124	Schornick, Russell.....563	Our Secretaries Are Re-	in Jersey City.....354
Committee, L. 283.....124		sponding in Fine Shape.164	A Nation Wide Non-Parti-
Berger, A., L. 137.....125		Death of Former Genera-	san Political Program in
Committee, L. 718.....125		Organizer Sweeney.....164	Full Swing.....354
Harbin, Arnold S.....125		The Railway Employees' De-	The A. F. of L. Conventi-
Committee, L. 246.....126		partment Convention.....265	on Favors Pardoning of War
Morrison, J. A., L. 336.....126		The Labor Board Still Hold-	Prisoners.....355
		ing Hearings On Wages.206	A Bank Discrimination in
Allen, Thos.....533, 129		Employees of Western Mary-	Pay of Retired Military
Timmons, W. M., L. 623, 129		land Railroad Cease Work.206	and Civil Employees.....355
Johnson, A. W., L. 384.....129		The Idle Rich Difting Chief	Aspiring for Vacations for
Magar, B. M., L. 487.....129		Justice Taft, Says Sen-	Industrial Workers.....356
Tyan, E. C., L. 186.....129		ator Norris.....207	A College Debating Team
Kilen, Wm., L. 730.....129		A Seattle Judge Hands	Defends the Union Shop.256
Wallace, K. S., L. 285.....130		Down An Important De-	Congressman Hull Would
Moore, G. L., L. 237.....130		cision.....207	Create a Wage Board for
Brenton, H. O., L. 709.....130		The World's Ship Tonnage	Navy Yards and Penals.356
Committee, L. 255.....130		Far in Excess of Needs.208	Publication of Technical Ar-
Duff, Robt. (Ill. State		The Jones Shipping Sub-	ticles to Be Resumed.....357
Lodge).....172, 173		sidy Bill Thoroughly Bad.208	All Members Should Read
Nay, Aug., L. 71.....172		The International Executive	"Labor".....357
Phelan, D. J., L. 92.....173		Council in Extra Session.209	The Arbitrary Actions of
McMichael, J. R., L. 104.....173		The Non-Partisan Political	Eastern Railroad Manag-
Bick, J. B., L. 249.....173		Movement Making Rapid	ers Presents a Settlement
Turner, O.....175		Progress.....209	of Shopmen's Strike.....397
Holderby, R. C.....175		Death of Former Gen. Dep-	Railroad Managers Using
Shopman, D. A.....176, 223		uty Organizer Warren.....210	Insincere and Dishonest
Fowler, (Miss) Permetia.....177		Death of the Wife of For-	Tactics.....398
Wallace, K. S., L. 285.....177		mer Int. Organizer Kleps.210	The United Mine Workers
Shellenberger, J. B.....177		A Song of Much Interest	Gain a Signal Victory.....399
Gallamore, J. E.....178		to Members of Organized	Railroad Equipment Rapidly
Cherrington, D. L. 182.....178		Labor.....210	Becoming Dangerous.....400
Teffny-Lyons (Misses).....178		The Illinois Branch of the	Still Trying to Saddle a
Burns, R., L. 714.....178		Plumb Plan League to	Sale Tax On the People.401
O'Neill, Mrs. James.....178		Hold Convention.....211	Gov. Morrison of North
Committee, L. 442.....178		Farming Out Work Violates	Carolina Recognizes Right
Committee, L. 104.....179		Transportation Act, Rules	to Peaceful Picketing.....402
Prince, F. J., L. 22.....220		Labor Board.....257	Labor Day Parades This
Slater, Geo., L. 452.....220		The I. C. Committee's Re-	Year Should Be Largest
Committee, L. 452.....220		port Shows Millions of	Yet Held.....402
Shetgle, F. L., L. 606.....220		Dollars Wasted on Re-	Bro. J. A. Goff, Business
Nebeburg, J. C., L. 686.....222		pairs.....258	Agent Santa Fe System,
Nolan, Andy, L. 719.....222		The United Mine Workers	Dies Suddenly.....403
Wallace, F.222		Strike Is Making Progress.258	Big Harry Gerst Murdered
O'Leary, J. F., L. 68, 224, 413		The Federal Court Again	Without Provocation.....403
Frey, Geo., L. 154.....224		Destroy the Child Labor	International Representative
Fisher, Geo. A.....224		Lawyer Says There Is	Sause Badly Injured.....403
Davis, A. M.....225		"No Respect for Courts".259	Mexican Unionists Hold
Saner, W. L.....225		Some Interesting Statistics	Demonstration in Sym-
Sheldt, O. L. 84.....226		On Home Wring.....260	pathy With R. R. Shop-
Kelly, Wm.....226		Kansas Unionist in Annal	men.....404
Atkinson, Wm., Asst. Pres. 269		Meeting.....261	Technical Article On Lay-
Quinn, J. W., L. 331.....270		Employers Trying to Ex-	ing Out Work.....404
Cass, Earle, L. 461.....271		tend "Works Councils" in	Railroad Employees Lose a
Phillips, W. F., L. 284.....271		Shop Management.....261	Good Friend By Death.405
		Our Motto and Watchword	Correspondents Must Sign
		Should Be Unity.....262	Their Communications.....405
		A New Labor Novel.....263	A Correction.....405
		Railway Employees to Create	The Truth of Industrial
		a Defense Fund.....263	Question.....405
		Our Members Should Sup-	The Present Situation of
		port Labor.....264	the Shopmen's Strike.....451
		The "Labor Board" Again	Attorney General Would Use
		Slashing Wages of Rail-	Force of Government in
		road Employees.....299	Crusade of Open Shop-
			pers Against Labor.....452

EDITORIALS.

New Year's Greetings.....5

Apparently There Is No Im-

provement in the Railroad

Situation.....5

The United States Circuit

Court Reverses Judge An-

derson's Injunction.....6

President Harding Would

Create An Industrial Court

Some of the Knowing Ones

Is Too Complex.....7

Secretary of Labor Davis

Believes There Should Be

Disarmament in Industry.....9

The Conference On Disarm-

ament Apparently Mak-

ing Progress.....9

President Harding Orders a

Cut in Canal Employees'

Compensation.....10

The United States Supreme

Court Undertakes to De-

fine Lawful Picketing.....11

The Executive Council De-

cides to Defer Referendum

Vote On Piece Work.....11

No Improvement Noticeable

in the Railroad Situation.57

A Graphic Pen-Picture of

Existing Conditions in

One of Our Ship Yards

Centers.....58

The Alabama Legislature

Recently Passed Two Vi-

cious Laws.....59

Federal Judges Should Be

Elected, Or Their Powers

Should Be Limited.....60

The Department of Labor

Should Not Be Curtailed

Debs Released From Prison

62

Mr. Hooper Disqualifies

Himself As a Member of

a Non-Partisan Board.....62

Initiation of Arms Confer-

ence Will Likely Reach

a Definite Agreement.....63

New Mailing Lists Should

Be Furnished the Editor

63

An Acknowledgment of

Kind Greetings Received

64

Two Veteran Labor Lead-

ers Pass Away.....64

Railroads Are in Need of

Efficient Management

Rather Than Lower

Wages.....105

Justice Wagner Orders N. Y.

Supreme Court Refuses

to Enjoin Picketing.....106

	Page
Congressman Keller Starts Impeachment Proceeding Against Attorney General Daugherty	453
Flood of Anti-Strike and Repressive Measures Proposed	454
Senator LaFollette's Sweeping Victory Gives Renewed Hope for Justice to the Masses	456
The Union Pacific Would Form a Company Union	456
Officials Plan Wreck of Train at Gard, Ind.	457
Organizer Sause Recovering From His Injuries	458
Striking Shopmen Still Standing Firm	503
Did the Michigan Central We Should Do Our Full Duty at the Approaching Election	504
Shall Railroad Employees and Miners Be Placed in Involuntary Struggle?	505
A Federal District Judge in West Va. Enjoins Miners' Check-Off	506
Open Shoppers Will Try to Have Our Immigration Restrictions Repealed	507
Large Gatherings of People in Numerous Cities Demand Daugherty's Impeachment	508
Gov. Allen Does Not Like Independence in American Working Man	509
One of Gov. Allen's Strides Breaking Colonels Would Advise Strikers	510
Would Restrict Higher Education to "Aristocracy of Brains"	510
Ladies' Auxiliaries Doing Splendid Work	511
The Executive Council of the A. F. of L. Condemns Jurisdictional Strikes	511
Christmas Greeting	543
More Roads Sign Up Since Last Report	543
Struck Roads Standing Firm	543
"Open Shop Reactionaries Swatted Hard at the Polls"	544
Labor Board Brands a Living Wage, a Fantastic Theory	546
This is No Time for Experimenting with Hasty and Untried Theories	547
The Baltimore Agreement Commission Meets and Organizes	548
Open Shoppers Will Try to Break Down Immigration Restriction	548
Trying to Establish Mounted Police in All States	549
Death of Mrs. Wm. J. Thorpe, Widow of Our Former International Secretary-Treasurer	560
Detroit's Mayor Lauds Public Ownership	560
Co-Operative Stores Prove of Great Help to Striking Shopmen	561
Our Members Taking an Active Interest in the Mechanical Articles	561

FASHION LETTER

Pages 143, 191, 289, 286, 336, 384, 440, 486, 584, 589	
--	--

FOREIGN CORRESPONDENCE.

O'Toole, J.	28, 178
	226, 317, 568
Ortega, Manuel I.	317, 365, 426
Warner, P. E.	428

IN THE CAUSE OF SAFETY.

What a Year's Work in Safety Means to Me	85
The Effect of Discipline in Safe Operation On M. & St. L.	179
Responsibility for Accidents	180
The Truth at Last	227
What a Year's Work in Safety Means to Me	228
Goggles Save Sight	228
Thoughtfulness as a Factor On M. & St. L. (By Mr. P. Lubahn)	272

Thoughtfulness As a Factor On M. & St. L. (By S. Vlog)	272
The Function of Safety Work On M. & St. L.	273
Safety	319

IN MEMORIAM—MEMBERS.

Scott, Evans, L.	134.....43
Trager, E. E., Jr.	68.....43
Horan, John	68.....43
Love, J. W.	68.....43
Fanning, James, L.	447.....43
Tanly, P. J., L.	154.....43
Jackson, G. H., L.	416.....43
Teeters, Frank, L.	79.....88
Stapleton, E. John	137.....88
Spector, Max, L.	61.....88
Stack, James, L.	61.....88
Labatt, James	88.....88
McNulty, Michael, L.	154.....88
Galvin, Thos., L.	359.....88
Reynolds, C. S., L.	44.....88
Ericksen, E. J., L.	442.....88
Nelson, Nels O., L.	708.....88
Flynn, W. M., L.	163.....88
Brown, Robt., L.	105.....88
Ferguson, R. H., L.	704.....88
Johnson, F. A., L.	11.....88
Hills, John, L.	180.....88
Goff, H. C., L.	134.....88
Schwartz, C. H., L.	169.....130
Shawalter, L. H.	533.....130
Trester, Neal, L.	51.....130
Case, P. F., L.	487.....130
Ferguson, R. H., L.	718.....130
White, C. H., L.	124.....130
Hampshire, E. B., L.	336.....130
McNevens, J. D., L.	10.....179
Kruczek, Jacob, L.	588.....179
Mitchell, J. E., L.	568.....179
Keles, Frank, L.	416.....179
Joyce, Martin, L.	154.....179
Ackerman, J. A.	540.....179
Miller, Geo., L.	7.....179
Meyers, Philip, L.	7.....179
Giemer, Andrew, L.	7.....179
Murray, C. W., L.	314.....179
Velazco, Ernest, L.	663.....179
Kling, N. L.	232.....179
O'Neill, J. J., L.	241.....179
Luoma, Nestor, L.	92.....227
Olson, Russell, L.	196.....227
O'Neill, Michael, L.	225.....227
Kenney, M. J., L.	11.....227
Hefton, O. C., L.	458.....227
Schlapp, Jas., L.	458.....227
Jones, C. A., L.	635.....227
Mielke, A. H., L.	221.....272
Schwartz, Jos., L.	154.....272
King, Martin, L.	154.....272
Gannon, W. J., L.	596.....272
Cook, Wm., L.	434.....272
Strider, Geo., L.	155.....272
Flood, Thos., L.	27.....272
Lowrey, John, L.	27.....272
Sullivan, Jas., L.	27.....272
Kaiser, John, Jr., L.	27.....272
Kaiser, St. J., L.	27.....272
Morgan, Thos. C., L.	159.....272
Hands, Arch., L.	102.....272
Geisinger, Thos., L.	27.....272
Nagle, F. E., L.	281.....272
Roth, Albert, L.	32.....272
Tasschero, Louis, L.	615.....318
Sperry, W. E., L.	634.....318
McMicken, C. W., L.	576.....318
Albert, M. J., L.	636.....318
Butler, W. L.	155.....318
Katz, Wm. E., L.	155.....318
Sheets, J. E., L.	540.....318
Wysocki, Alex., L.	84.....318
Butler, E. P., L.	292.....318
Fortune, Guy, L.	83.....318
Emig, Nichols, L.	85.....318
Gehring, Ray, H., L.	62.....318
Spurgeon, Guy, L.	90.....365
Gerken, J. F., L.	402.....365
Blankenship, G. C., L.	428.....366
Austin, Chas. W., L.	317.....366
Scalle, Toney, L.	53.....366
Scott, Lawrence, L.	37.....366
Barrance, John, L.	597.....366
Reardon, P. P., L.	21.....429
Butler, E. P., L.	292.....429
Hogart, Robt., L.	615.....429
Rodemer, F. W., L.	264.....429
Gerken, J. F., L.	402.....429
Goff, Jas. A., L.	404.....429
Sacco, Tony, L.	37.....470
Doherty, Geo., L.	37.....470
Redman, Howard, L.	587.....470
Bowden, R. L., L.	298.....470
Kelley, B. E., L.	149.....470
Ger, Jos., L.	155.....470
Saffron, J., L.	60.....470
Halloran, Robt., L.	250.....470
Tierney, Thos. E., L.	55.....471
Woodsides, Jas., L.	164.....524

Kincard, Peter, L.	27.....524
Charlton, R. L.	134.....524
August, W. A., L.	239.....524
Wakefield, J. A., L.	239.....524
Jones, D. H., L.	363.....524
Hoag, Frank, L.	363.....524
Candelario, Nestor, L.	76.....524
Smith, W. J., L.	37.....524
McFarlane, L.	126.....524
Wyott, W. T., L.	226.....564
Pendergast, W. L., L.	626.....564

RELATIVE OF MEMBER.

Strickland, J. W., father of	Jas. D. V. Holman, L.	100.....43
Mother of Jos. Hatheley, L.	232.....43	
Villiam, J. C., father of D.	J. Villiam, L. 80.....43	
Son of Michael Penrose, L.	232.....43	
Father of R. C. Evans, L.	232.....43	
Son of Bro. Schultek, L.	319.....43	
Smith, Mrs. Lon, wife of	Lon Smith, L. 619.....43	
Crowley, J. F., son of	Michael Crowley, L. 371.....88	
Leahy, Michael, father of	Chas. Leahy, L. 454.....88	
Mother of Vincent and Mar-	cus Moore, L. 118.....88	
Father of Frank and For-	est Litz, L. 15.....88	
Brandt, Fred, father of	Fred C. Brandt, L. 22.....88	
Kinney, Edwin, father of	Otis L. Kinney, L. 22.....88	
Carl, Barbara, daughter of	Frank Neimeyer, L. 259.....88	
Nease, Mary E., mother of	Arthur C. Nease, L. 258.....88	
Mayer, Mrs. Jos., wife of	Jos. Mayer, L. 165.....130	
Jasmer, Mrs. Fred, wife of	Fred Jasmer, L. 730.....130	
Stone, Mrs. L. O., wife of	L. O. Stone, L. 136.....180	
Mother of Wm. Hanley, L.	363.....180	
Mother of Herman Ott, L.	15.....130	
Zullick, Mrs. Henry, wife of	Henry Zullick, L. 255.....130	
Father of Jos. McIntyre, L.	845.....130	
McAllister, Mrs. T. H., wife of	T. H. McAllister, L. 384.....130	
Warrillow, Mrs. A., wife of	A. Warrillow, L. 623.....131	
Mother of Geo. Fulton, L.	71.....131	
Mother of Wm. Irwin, L.	585.....131	
Hanson, Mrs. E. K., wife of	E. K. Hanson, L. 709.....131	
Davidson, Guy, brother of	Robt. Davidson, L. 622.....131	
Doerns, W. H., Doersan, L.	622.....131	
Mother of Walter Taylor, L.	238.....131	
Father of R. L. Lawmon, L.	238.....131	
Father of W. W. Mays, L.	238.....131	
Father of A. T. Painter, L.	238.....131	
Father of C. I. Humphries, L.	238.....131	
Father of Robt. Sayers, L.	179.....131	
Lund, Mrs. Cora, wife of P.	E. Lund, L. 384.....179	
Wife of James Purcell, L.	324.....179	
Wife of Henry C. Caver, L.	108.....179	
Mother of Dewitt Campbell, L.	615.....179	
Mother and father of J. S.	Malone, L. 615.....179	
Daughter of Geo. Morgan, L.	139.....179	
Daughter of Geo. Bennett, L.	232.....179	
Daughter of Pat McGee, L.	117.....179	
McInnis, Ed, brother of D.	J. McInnis, L. 232.....179	
Mother of Chas. Banker, L.	227.....179	
Father of Geo. Hubbard, L.	314.....227	
Fogarty, Mrs. Ellis, mother of	Frank Fogarty, L. 622.....227	

Blowers, Mrs. Anna, sister of O. Oettlin, L.	622.....227
Father and brother of Andy and Geo. A. Hawkins, L.	179.....227
Mother of Lawrence Mathew, L.	97.....227
Infant son of Bro. and Mrs. E. E. Hulse, L.	621.....227
Daughter of Harry Newman, L.	478.....227
Kirby, Mr. E. J., father of Wm. J. Kirby, L.	229.....227
Father of Harry and Geo. Grosplitz, L.	22.....227
Cross, R. J., Jr., son of R. J. Cross, L.	100.....272
Son of Louis Bianchi, L.	98.....272
Fisher, John, brother of Herman Fisher, L.	434.....272
Scheeler, Catherine, mother of Geo. Scheeler, L.	155.....272
Widaman, Chas., father of C. E. Widaman, L.	39.....272
Merz, Mrs. Florence, sister of Chas. and Cris. McLellan, L.	163.....272
Clemmens, Mrs. Edith, sister of Walter and William Perry, L.	80.....272
Mother of Mathew Hart, L.	81.....272
Burke, Mrs. Catherine, wife of Wm. Burke, L.	246.....318
Mother of Buoy Sowers, L.	224.....318
Father of J. P. Poole, L.	224.....318
Andrews, Mrs. Geo., wife of Geo. Andrews, L.	193.....318
Mother of John Anderson, L.	340.....318
Mother of Wm. Shaffer, L.	340.....318
Smith, Mrs. Josephine, mother of Jos. B. Smith, L.	318.....318
Lambrecht, H., father of Herman Lambrecht, L.	155.....318
Bethea, Mr. James, father of James F. Bethea, L.	155.....318
VanBlidder, Mr., father of C. H. VanBlidder, L.	622.....318
Wife of Marlon Cutsinger, L.	107.....366
Mother of Albert Atzuger, L.	107.....366
Mother of Clarence Reynolds, L.	107.....366
Brother of W. D. Fisher, L.	209.....366
Father of G. F. Everette, L.	209.....366
Mother of C. E. Thompson, L.	209.....366
Mother of D. L. Baker, L.	713.....366
Son of Moritz Fisher, L.	713.....366
Mother of H. W. Huff, L.	328.....366
Roberson, Miss Mary, daughter of Thos. Roberson, L.	226.....366
McDowell, Mrs. Ellen, mother of P. J. McDowell, L.	66.....366
Daughter of C. C. Downs, L.	90.....366
Frey, Mrs. Ida, mother of Geo. Frey, L.	15.....366
Infant daughter of Bro. and Mrs. Horace Harris, L.	615.....429
LeBlanc, Mrs. L. J., wife of L. J. LeBlanc, L.	320.....429
Anthony, Mrs., mother of Geo. Anthony, L.	622.....429
Holsapple, Mrs. Grace, wife of Ed Holsapple, L.	199.....471
Walton, Harold, son of W. J. Walton, L.	194.....471
Powell, Mrs. M. S., mother of R. B. Powell, L.	320.....524
Smith, Mrs. J. M., wife of J. M. Smith, L.	84.....524
Father of H. G. McGowan, L.	238.....564
Vickers, Mrs. Jos., wife of Jos. Vickers, L.	587.....564
Mother of A. B. Kane, L.	32.....564
Father of Ed Stumpf, L.	32.....564

INTERNATIONAL OFFICERS' REPORTS.

McCutchan, R. C., Vice Pres.	14, 118, 171, 267, 461
Davis, J. N., Leg. Rep.	15
Tradin, Int. Pres.; Flynn, Sec.-Treas.	69, 116, 163, 216, 266, 310, 409, 469, 513,
Ryan, Jos. P., Vice Pres.	68, 119, 170, 214, 267, 359, 410, 459,
Nolan, Int. Vice Pres.	513
Flynn, Jos., Int. Sec.-Treas.	115, 214, 538
Coots, John, Int. Vice Pres.	115, 215, 311
Atkinson, Wm., Asst. Pres.	309, 408

LEADING ARTICLES.

Capitalist Strike Definition—Orderly Marketing (By Samuel Gompers)	3
The Farmers and the Railroad Specie of Hon. R. M. LaFollette	51
Senator LaFollette's Able Defense of Wage Earners	99
The Conference for Progressive Political Action Issues An Address	147
Former Director General McAdoo Testified Before Senate Committee	193
Unemployment (Hon. James O'Connor)	241
Child Labor and the Federal Courts (Address of Senator R. M. LaFollette)	289
The Wage Controversy of the R. R. Shopmen	337
A Brief Statement of Facts Concerning the Controversy Which Precipitated the Strike	387
Answer to President Harding's Address Upon the Coal and Railroad Strikes	443
The Conspiracy Against Labor (By Samuel Gompers)	491
Railroad Income Staggering—Other Movements—Fraternity; Fruitless; Disruptive	538

LIST OF MEMBERS PREVIOUSLY ADVERTISED.

Pages. 44, 89, 140, 141, 189, 190, 236, 287, 284, 285, 334, 355, 382, 437, 485, 533,	577
--	-----

LODGE NOTICES.

Meters—Lodge 738	43
Fowler—Lodge 101	43
Katney—Lodge 576	43
Settlement Made—Shaughnessy	43
Settlement Made—Jones	44
Harvish—Lodge 416	44
Taylor—Lodge 723	44
Inglewood—Lodge 650	44
Thurston—Lodge 209	88
Dawn—Lodge 126	88
Wells Et Als—Lodge 163	88
Walsh—Int. Sec.-Treas.	89
Valencia—Lodge 98	89
Kravinick-Walsh	89
Trask—Lodge 187	89
Martin—Martin	139
Pelzer-Saner	140
Watts—Lodge 738	140
Watts—His Father	140
Hiller—Lodge 31	140
Williams—Lodge 320	140
Carrington—Lodge 307	189
Casler—Lodge 328	189
Carter—Lodge 420	189
Settlement Made—Dawn	189
Murphy—Lodge 78	189
White—Lodge 873	189
Boyles—International Lodge	235
Resignation of Sec. Webb—Lodge 23	235
Kenney—Lodge 180	235
Settlement Made—McCaferly	236
Lindberg & Dundan—Lodge 481	236
Wells, Et Als—Lodge 32	236
Holloran—His Sister	283
Myers—Lodge 130	283
Settlement Made—Parsons	283
Settlement Made—Murphy	283
Westendorf—B. A. Lodge	283

Settlement Made—Fowler	283
Settlement Made—Taylor	284
Jackson—Lodge 723	284
Patterson—Lodge 235	284
Edward & Morrice Daly—Edward & Maurice Daly—Lodge 150	284
Platt—Lodge 235	284
Careman—Mrs. Careman	334
Black—Lodge 566	334
Black—His Brother	334
Ball—Lodge 32	334
Danielson—His Son	334
Green—Lodge 663	334
Settlement Made—Meyers	331
Settlement Made—Heising	331
Settlement Made—Ball	381
Sill—Lodge 90	381
Whitaker—Mrs. Mother	382
Harnett—Lodge 582	382
Schultz—Lodge 83	436
Kelly Et Als—Lodge 16	436
McClellan—His Brother	437
Johnson—Lodge 66	437
Clancy—Brothers—Murray	485
Cowles—Lodge 116	485
Reynolds—Lodge 659	485
Settlement Made—Meyers	485
Pandoff—Lodge 111	485
Whaler & O'Brien—Lodge 163	532
Habit—Lodge 20	532
Narlesman-Saner	532
Ogden—Lodge 458	577
Or—Lodge 182	577

LOST AND FOUND.

Cranshaw, John (lost card and receipts)	43
Bonner, Jos. F. (lost card case and receipts)	88
Lawrence, Geo. (lost clearance card)	88
Wyckoff, J. L. (clearance card and due receipts lost)	139
Rand, J. G. (found watch and fob)	140
Conroy, Thos. (lost receipt book and receipts)	140
Scott, C. W. (lost receipt case)	235
Hanglin, Ed (lost black hand bag and receipts case)	236
Mathews, R. E. (lost receipt)	236
Collins, M. L. (receipt book and coat stolen)	238
Keiser, Nicholas (lost due book and clearance card)	334
McDonald, Frank (stolen, due book and clearance card)	381
Monohan, E. (lost receipt and registration card)	381
Hibler, A. J. (lost receipt book and receipts)	381
Babinsky, B. G. (lost due book and receipts)	381
Welch, J. G. (lost receipt case)	436
O'Leary, J. F. (lost receipt case and receipts)	437
O'Donaghy, C. (lost book and receipts)	532
Perry, V. E. (lost book and receipts)	533

NEWS OF GENERAL INTEREST.

Value of Products 100 Per cent Above Wages	4
Wants Capital Deflated	12
Would Hold An International Economical Conference	30
Self Control and Its Relation to Safety On the Railroads	32
An Old Historic Boiler	32
Our Members Should Support Labor	33
Railroads Raided Public Treasury for Hundreds of Millions of Dollars Under Cummins-Esch Law	34
Important Announcement By Secretary of the Treasury Regarding New Peace Time Saving System	35
Why Do Working Women Oppose the So-called "Equal Rights" Blanket Amendment	55
Shop Crafts Delegates Informs Wilson Foundation	56

Some of the Requirements of the Income Tax	83
Capital's Labor-Crushing Move Is Assailed By Bishop Schrems	84
Safety First and What It Means	84
In the Cause of Safety	84
Sales of Treasury Savings Certificates Show Big Increase	85
Right to Organize Has Divine Authority	86
Educator Or Agitator	86
Superior Labor Journal	86
Convention Call	131
How to Put the Skids Under Any Union	132
"Can't Be Done in N. Y."	132
A Torture Instrument	133
Backs Trade Unions	133
"Picket for Privilege Is Angered at Gompers"	133
Resolution Adopted By the System Federation N. & W., Roanoke, Va.	134
Theory and Fact Collide in N. Y.	134
Senator LaFollette's Able Defense of Wage Earners	149
"Camp Roosevelt—Builder of Boys"	182
Some Inside Dope On the "Farm Bureau" Movement As Disclosed By the Farmers' National Council	184
A New Combination Portable Electric Drill and Grinder	185
Labor Board Issues Order In Reference to Erie R. R. Contracting Work	185
Favorable Report on Compensation Bill for Harbor Workers	186
Half Million Dollars Yearly Amount Raised By National Coal Association	203
Get a Club	203
Importance of the Eye Care—Most Eyes Defective	204
All's Well Is Secret Tip to Big Business	230
Congress Is Not Expected to Understand Dope Saidly	231
Bill Lasker's Deficit to Committee	231
Convention Call American Federation of Labor	232
Treasury Savings Certificates Sound Investment	233
What Kind Coal Gets and Spends	234
Division No. 4, Railway Employees' Dept., Holds Convention	234
Former Director General McAdoo Testifies Before Senate Committee	247
Suppressed News	255
Borah Versus Hoover On Russia	256
American Federation of Labor National Non-Partisan Political Campaign Committee	275
Suggestions for Planks to Be Incorporated in State Or County Platforms	277
Railway Employees' Department Commends Railway Federationist	278
LaFollette Plays Lotators of Nation's Oil Resources	278
Congressman Woodruff Exposes the Federal Department of Justice	279
Roads' Mismanagement Costs People Eight Hundred Million Dollars Annually	279
Genoa Conference Fails	280
Government Fails to Prosecute \$1,000,000 War Contract Graft	280
Where the Billion Dollars Went	281
Labor Prepares for Great Convention	281
Citizens' Military Training Camp to Be Held at Fort Des Moines, Iowa, August 1 to 30, Inclusive for Young Men of South Dakota, Nebraska and Kansas	297
That Nineteenth Rough Diamond	298

Why Wet Nurses for Big Business?	323
Federal Reserve Bank's Huge Loan Rumor	323
Standard Oil Coup, Monopolizing Navy Supply Suppressed	323
Roads Evade Law; Courts Helpless; Men Must Strike	324
Tabloid of International Labor News	325
Children of Wage-Earning Mothers	325
Notes of the A. F. of L. Convention	326
Will Chairman Capper of Senate Agricultural "Bloc" Act?	328
Attorney General May Be Forced By Congress to Do His Duty	329
House Ways and Means Committee and Senate Finance Committee Refuse Hearing of Federal Inheritance Tax	329
Labor Ticket Wins	330
Back Yard War Ended	331
The Minority Members of the Labor Board Issues Statement	342
While Newspapers All Over Strike Losses Have Accumulated on Accident and Sickness, Losses Continuous But Mostly Preventable	347
Should Not Tolerate Him	348
Figures Never Before	348
Practical Gompers	349
Corner Stone of Louisville Labor Temple	349
News Suppression to Help Subsidy Bill, Is Charges	370
A. F. of L. Metal Trades Refuse Struck R. R.	371
Interests of Shop Employees About Steel	371
Representatives of All Churches Request Settlement of Coal Strike	371
A Religious View of Our Strike	373
Interesting Comments On Vital Questions	374
Pensioners Compelled to Work As Strikebreakers	376
Autocratic Gompers Terms Outlaw Ruling	376
Rock Is Shop Employees' Memorial to Their War Heroes	377
Convict Made	377
Split Shatters Labor Board	377
Rail and Coal Shortages Will Be Reflected in Big Industry	431
Texas Strike Hold Line Remembering "Katy"	431
Tactics; Farmer-Labor Line-up Strong	432
Farmers Feed Strikers	432
Making Industrial History	433
Public Has Duties It Cannot Ignore	439
Taking It Out of Wages	439
Will The Shopmen Win?	443
The Strikes and the Country	443
Strike Or Slavery	443
Behold Cases From Campaign Extraordinary	449
Speeches of Hon. Brookhart, Senatorial Nominee of Iowa	449
U. S. Bank System Deflated	450
Farmers	450
Out-of-Work Normalcy	450
Small Investors Bobbed of Huge Sums	471
A Strike Is Called	471
Labor Has Problems	472
Convention Call Illinois State Lodge of Boiler Makers	473
Over Half of Locomotives in U. S. Indicated Unsafe	473
Hand-Carving Vs. Composition	474
Stockholders and Employees	474
Random Shots	475
Unions May Punish Member, Texas Court Holds	475
Muzzle Financiers, Henry Ford Advises	475
People Should Know Facts	476
U. S. Deputy Marshal Caught Placing Bomb	476

	Page		Page		Page		Page
Jack London Defies the Scab	476	New Form of Treachery	571	Yeck, J. A., and Conners, Jack	127	POETICAL SELECTIONS.	
U. S. Shipping Board	477	War Savings Stamps Due	571	An Injunction Instrument	133	Let's Go	45
Hires Chinese Seamen	477	Oil Melon Assured	571	Athletic Sports, Camp Roosevelt	183	And a Man	45
Monthly Labor Review	477	Won't Accept Award	571	Swimming at Camp Roosevelt	183	In the Sweet Here and Now	45
Stray Thoughts	477	Peddled Same Old Dope	571	At Play at Camp Roosevelt	184	A Coward's Part	45
Open Shop Means Serfdom	477	Says Farmers Revolted	571	A Combination Electric Drill and Grinder	185	Don't Quit	90
Sure, They Are Our Brothers	478			Ball Committee, L. 686	222	Beyond the Profits of Today	90
Constitution Day	478	CONSTITUTIONAL.		Carlin, J., L. 331	270	The Company "Union"	137
Play Fair	479	Constitutional Amendment Proposed By Lodge 428	13	Westendorf, Herman	283	At Last	137
What We Don't Know About the Railroads	501	Resolution Adopted by Lodge 293	14	Patterson, J. E., L. 235	284	Now's the Time	138
Shopmen's Strike Ordered By Workers	502	Second Publication of Constitutional Amendment Proposed By Lodge 428	66	That Nineteenth Rough Diamond	298	The Statesman	138
A 500 Horsepower Electric Boller	526	Second Publication of Resolution Adopted By Lodge 293	67	Snapshots Groups of Members of L. 511	314	Song of Labor	138
Scabs Called Mercenaries By Railroad President	526	Jurisdictional Agreement	114	Back Yard War Ended	331	The Billboard On the Street	188
Health Hazards in Industry	526	Result of Vote Proposed By Lodge 293 and Lodge 428	166	Louisville, Ky., Labor Temple	369	Leave Them Outside	282
The Working Man	527	Constitutional Amendment Proposed By Lodge 454	166	Memorial to Rock Island Shop Employe Heroes, Erected at Siloia, Ill.	377	The Heart's Guest	282
A Bad Situation	528	Constitutional Amendment Proposed By Lodge 179	167	Technical Drawings	412, 413, 462, 516	Hope's Vision	332
Union Label Trades Department	528	Second Publication of Constitutional Amendment Proposed By Lodge 179	212	Members On Strike at Austin, Minn.	417	The Flood	333
Conference for Progressive Political Action	529	Result of Referendum Vote On Proposition Submitted By Lodge 428	305	Reardon, P. P., L. 21	419	Register and Vote	333
What's a King Anyway?	529			Scene in Paragould, Ark., Showing Farmers Bringing Nine Wagon Loads of Vegetables to the Striking Shopmen at That Point	422	Labor's March	330
The Eyes of School Children	530	PHOTOGRAPHS.		Members of L. 743 During the "Days of 49" Celebration	423	Will Stick It Out	380
U. S. Falls Down in Shipbuilding	541	Jackson, G. H., L. 416	23	Butler, E. P., Dist. L. 35	424	A Call	381
Don't Be a Slacker	541	Group of Members of L. 66	24	Boiler Makers Parading in Aguascalientes, Mex.	426, 427, 427	Stick to Your Union	434
Labor is Proud of Its Work	542	An Old Historical Boiler	32	Doherty, Geo. J., L. 37	466	To Labor	434
Put No Trust in Industrial Coercion	542	Officers of Dist. L. 44	71	Headquarters of Striking Shop Crafts, Pa. R. R. at Trenton, N. J.	467	Ho Who Serves	532
Trade Unionists Unwilling to Waive Right to Trial by Jury	566	Gage, Robt., L. 163	72	Festival & Dance Benefit Given By Long Island Shopmen	468	A Regular Prayer	532
Ship Subsidy Menace is to be Revived	567	McNulty, Michael, L. 154	74	McIntyre, Thos J., L. 21	522	The Quitter	576
Scenes of Mexican Rebel Activity Are Disclosed by Pan-American Executive	568	Bodey, J. R.	74	Wyatt, W. T., (deceased)	561	Stick It Out	576
Worker is Only One Jailed When Labor Boards Have "Teeth"	568	Int. Officers and Members of the Executive Council	75	Tent Colony, Soldier's Summit, Utah	562	Ignorance	577
Urge Ship Subsidy	569	Oles, A. L., L. 42	78				
Molding Public Opinion	569	Federated Strikers of the A. B. & A. R. R., Manchester, Ga.	121				
Bankers Demand State Deny Right to Strike	570	Monument Erected to the Memory of Bro. J. C. McGuire	123				
Labor Press Should be More Loyal Supported	570	Schwartz, C. H., L. 169	123				
Judge Scores Railroad Effort to Perpetuate Writ After Strike is Ended	570	Stevenson, R. L., L. 137	126				
		Ferguson, R. H., L. 718	126				

A TOAST TO SANTA CLAUS.

When'er I find a man who don't
Believe in Santa Claus,
And spite of all remonstrance won't
Yield up to logic's laws,
And see in things that lie about
The proof by no means dim,
I straightway cut that fellow out,
And don't believe in him.

The good old Saint is everywhere
Along life's busy way,
We find him in the very air
We breathe day after day—
Where courtesy and kindness
And love are joined together,
To give to sorrow and distress
A touch of sunny weather.

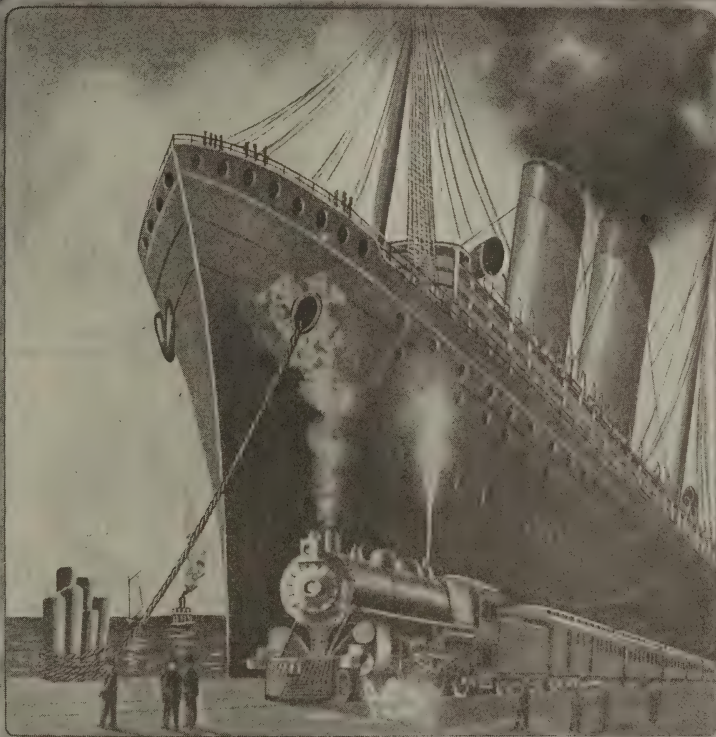
We find him in the maiden's eyes
Beneath the mistletoe
Asparkling as the star-lit skies
All golden in their glow.
We find him in the pressure
Of the hand of sympathy,
And where there's any thought of love
He's mighty sure to be!

So here's to good old Kindheart!
The best bet of them all,
Who never fails to do his part
In life's high festival;
The worthy bearer of the crown
With which we top the Saint,
A bumper to his health, and down
With those that say he ain't!

—John Kendrick Bangs.

THE BOILERMAKERS JOURNAL

JUN 27 1925
UNIVERSITY OF ILLINOIS



OFFICIAL ORGAN OF THE
INTERNATIONAL BROTHERHOOD
OF BOILERMAKERS, IRON SHIP BUILDERS
AND HELPERS OF AMERICA



Says Bro. Jones: And how does studying like this help you? Are you getting more money for it? And Student Smith says: We Boiler Makers have to study much like loaning out \$1,000 at interest. Returns first begin to come in after 6 to 12 months of service.

First, there is doing a job of laying out that most other men can't do. Next the better jobs are gradually picked out for you. Then you are given steady work and the best of work. Finally you are asked to lay out for the Shop and supervise jobs, and naturally increased money goes with it. How's that?

WE TRAIN YOU TO BE EXPERT LAYEROUTS AND FOREMAN

Make 1923, Your Banner Year Throughout Your Life.

Learn to Design, Proportion, Layout; Stacks, Elbows, Tees, Hoppers, Breechings, Smoke Boxes; Tanks; Boilers; Strength Calculations; Boiler Inspections, etc. A very profound study you will find.

WE TEACH YOU IN YOUR OWN HOME—PERSONAL—CLEAR—DIRECT Layerouts and Foremen, learn Business Management, Contracting, Costs, etc. That is your next avenue of advancement.

Full Information Free on the Studies of Your Choice. Write Tonight. Moments Bring Promotion.

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- ☐ BUSINESS MANAGEMENT STUDIES
- ☐ STEEL SHIP CONSTRUCTION AND LAYING OFF STUDIES

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4543 Clayton Avenue

Arches Help the Firebox



Security Sectional Arch
in a locomotive firebox

Men get discouraged when they have repeatedly to calk flues that won't stay tight.

The engine is one they all try to avoid.

Security Sectional Arches in the firebox relieve this condition.

They reduce the kind of work men dislike to do.

AMERICAN ARCH COMPANY, INC.

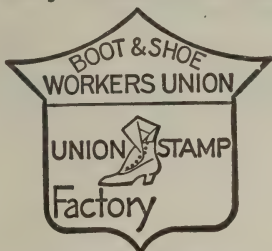
Locomotive Combustion Engineers

17 East 42nd Street
New York

McCormick Building
Chicago

For Twenty Years we have issued this Union Stamp for use under our

Voluntary Arbitration Contract



OUR STAMP INSURES:

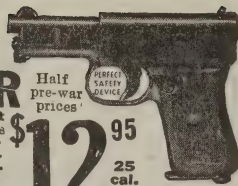
Peaceful Collective Bargaining
 Forbids Both Strikes and Lockouts
 Disputes Settled by Arbitration
 Steady Employment and Skilled Workmanship
 Prompt Deliveries to Dealers and Public
 Peace and Success to Workers and Employers
 Prosperity of Shoe Making Communities
 As loyal union men and women, we ask you to demand shoes bearing the above Union Stamp on Sole, Insole or Lining.

Boot & Shoe Workers Union
 246 Summer Street, BOSTON, MASS.

Colffe Lovely, Gen. Pres. Charles L. Balne, Gen. Sec.-Treas

When Writting Advertiser Mention
 the Boilermaker Journal

GENUINE GERMAN MAUSER



Latest model 9 shot automatic. Shoots Standard cartridges — lies flat in the pocket — Worlds famous **Luger** 30 cal \$21.95 — **Hand Ejector Revolver**, swing out cylinder 32 cal. \$16.95. 38 cal \$17.95. All brand new latest models — guaranteed genuine imported.
Pay Postman on Delivery **SEND NO MONEY**

Satisfaction guaranteed or money promptly refunded.
\$8.45 25 cal. Blue Steel Automatic — 32 cal. \$10.45 — Officers automatic, 3 safeties, 25 cal. \$11.95 — Military Trench Automatic — 32 cal. 10 shot, extra magazine **FREE**, \$11.65. — Imported **Top Break Revolver** 32 cal. \$8.65, 38 cal. \$8.95.

Universal Sales Co., 141 B'way, Desk B-2, New York

GET RID OF THAT FAT

Free Trial Treatment on Request



Ask also for my "pay-when-reduced" offer. My treatment has often reduced at the rate of a pound a day. No dieting, no exercise, absolutely safe and sure method.

Mrs. E. Bateman writes:— Have taken your treatment and it is wonderful how it reduces. It does just as you say, I have reduced a pound a day and feel fine.

Mrs. Anna Schmidt writes:— I weighed 178 pounds before I started your treatment and I now weigh 138 pounds. You may print this if you like.

These are just examples of what my treatment can accomplish. Let me send you more proof at my expense.

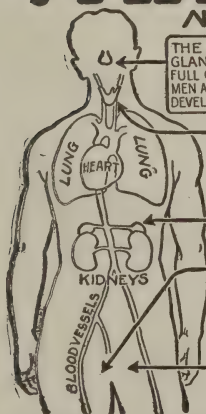
DR. R. NEWMAN, Licensed Physician
 286 Fifth Avenue, New York, Desk H-501.

VITALITY AND THE GLANDS

NOTED SCIENTIST SAYS ONE COULD

LIVE FOREVER

WITH A PERFECTLY BALANCED GLANDULAR SYSTEM



THE PITUITARY GLAND DEVELOPS FULL GROWN MANLY MEN AND BEAUTIFULLY DEVELOPED WOMEN

THYROID GLAND CONTROLS BODY-FAT. MAKES WOMEN YOUTHFUL, GIRLISH AND VIVACIOUS, PREVENTS GRAY HAIR AND SALLOW COMPLEXIONS.

ADRENAL GLANDS GIVE STRENGTH BY MAINTAINING PROPER BLOOD PRESSURE.

FEMALE GLAND SECRECTIONS GIVE WOMEN THAT LOVELY FEMININE FIGURE, SOFT VOICE AND CHARM WHICH MEN ADORE. THESE GLANDS WARD OFF THAT AGED APPEARANCE.

MALE REPRODUCTIVE GLANDS GIVE SOLDIERLY COURAGE, AMBITION AND LEADERSHIP. THE GREAT MEN IN HISTORY ARE SAID TO HAVE HAD GREAT GLANDULAR VITALITY.

one of the world's largest and best equipped glandular laboratories. Science has demonstrated that certain of these glands, when taken into the human system, have a decided stimulating effect on corresponding glands in the body. Reports from men and women who are using Glandol tell of results that seem amazing.

Scientists agree that the secret of Health, Womanly Grace and Beauty, Manly Strength and Youthful Vigor lies in the internal secretory glands and by stimulating these glands to normal activity, many abnormal conditions such as Sallow Complexion, Weakness, Nervous Debility, Premature Senility, Tired, Worn Out Feeling, Poor Memory, Loss of Hair, Loss of Weight, Pains in Back and Sides, Chronic Headaches, Scrawny Neck, Undeveloped Organs, Restlessness at Night, Melancholia, Despondency and other symptoms have disappeared. Don't suffer from any of the above another day until you try our latest scientific glandular treatment—Glandol.

Try It 10 Days at Our Risk

No charge whatever if it fails. Thousands of red-blooded men and women are taking it every day. Users claim it makes them feel years younger, many reporting that great improvement was noticed in two or three days. Glandol contains the pure substances of the Vital Glands of Young Animals. It is prepared in

Send No Money

yourself. Join the happy throng of Vigorous, Youthful Appearing Men and Women of all ages. We take all risk, you none, so don't doubt, don't hesitate, but send postal or letter for Glandol today.

INTERNATIONAL RESEARCH LABORATORIES

Suite 2066 Rand McNally Building

536 South Clark Street, Chicago, Illinois

Do You Want \$200 a Week?

The Amazing Story of Carl Rowe who Rose from
an Income of \$50 a Week to \$1,000 a Month

My name is Rowe—Carl Rowe. I live in a small city in New York State.

I am going to tell you an amazing story about myself. It may seem too strange to believe, but you can easily verify everything I have to say.

Two years ago I was a baker. I was struggling along, trying to make the money in my pay envelope meet the increasing expenses of our family. There was no prospect for the future.

Today, just two years later, I am a successful business man. I have plenty of money for all the things we need and want. Last month I made \$876 during my spare time, and was able to put \$200 a week in my savings account.

I am going to tell you how it happened.

Please remember that two years ago I had no surplus cash. I was in the same fix as nine out of ten other men. Expenses were constantly mounting and my salary, although it had increased, could not keep pace with the cost of living. My wife had to do without things that I knew she ought to have. We wanted an automobile, but we couldn't afford it. We wanted to buy our own home, but we couldn't afford that.

It made me desperate to think of what might happen if I became sick or lost my job. I worried about it, and so did my wife. We were living from hand to mouth, and we didn't know what calamity and hardships might be lurking just around the corner.

And yet—today—I own our nine-room house. I have an automobile. I have money for books, the theatre, or any other pleasures that I may want. I have the cash today to educate my son and send him through college.

Here is how it happened. One day in glancing through a magazine I read an advertisement. The advertisement said that any man could make from a hundred to three hundred dollars a month during his spare time.

I didn't believe it. I knew that I had worked hard eight hours a day for \$50 a week, and I figured that no man could make that much during a couple of hours a day spare time.

But as I read that ad I found that it pointed to men who had made that much and more. In the last paragraph the advertiser offered to send a book without cost. I still doubted. But I thought it was worth a two-cent stamp, so I tore out the coupon and put it in my pocket and next day on my way home from work I mailed it.

When I look back to that day and realize how close I came to passing up that ad, it sends cold chills down my spine. If the book had cost me a thousand dollars instead of a two-cent stamp, it would still have been cheap. All that I have today—an automobile, my home, an established business, a contented family—all these are due to the things

I learned by reading that little eight-page booklet

There is no secret to my success. I have succeeded beyond any dream I may have had three years ago, and I consider myself an average man. I believe that I would be criminally selfish if I did not tell other people how I made my success.

All the work I have done has been pleasant and easy, and withal, amazingly simple. I am the representative in this territory for a raincoat manufacturer. The booklet that I read was one issued by that company. It tells any man or woman just what it told

me. It offers to anyone the same opportunity that was offered to me. It will give to anyone the same success that it has brought to me.

The Comer Manufacturing Company is one of the largest manufacturers of high-grade raincoats on the market; but they do not sell through stores. They sell their coats through local representatives. The local representative does not have to buy a stock—he does not have to invest any money. All he does is to take orders for Comer raincoats and he gets his profit the same day the order is taken. Fully half my customers come to my house to give me their orders.

My business is growing bigger every month. I don't know how great it will grow, but there are very few business men in this city whose net profit is greater than mine, and I can see only unlimited opportunity in the future.

* * *

If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or so a day to this same proposition in your territory, write The Comer Manufacturing Company at Dayton, Ohio. Simply sign the attached coupon and they will send you the eight-page booklet referred to by Mr. Rowe and full details of their remarkable proposition.

CUT OUT AND MAIL

The Comer Mfg. Co.,
Dept. C-55, Dayton, Ohio.

Gentlemen: Please send me, without obligation on my part, copy of your booklet and full details of your proposition.

Name

Address

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